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# ACCOUNTS AND PAPERS:

*FORTY-EIGHT VOLUMES.*

—(42.)—

## COMMERCIAL REPORTS;
## MANUFACTURES AND COMMERCE.

Session

*5 February* —— *28 July* 1863.

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# ACCOUNTS AND PAPERS:

## 1863.

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## *FORTY-EIGHT VOLUMES:—CONTENTS OF THE*

## FORTY-SECOND VOLUME.

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N. B.—*THE* Figures *at the* beginning of the line, *correspond with the* N° *at the foot of each* Paper; *and the* Figures *at the* end of the line, *refer to the* MS. Paging *of the Volumes arranged for The House of Commons.*

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Commercial Reports:

[3229.] Commercial Reports received at the Foreign Office from Her Majesty's Consuls between 1st July 1862 and 30th June 1863 - - - - - - - - - - - p. 1

Manufactures and Commerce:

[3222.] Reports by Her Majesty's Secretaries of Embassy and Legation on the Manufactures, Commerce, &c., of the Countries in which they reside (No. 6) - - - - - - - - 691

See second part of this volume for [3222].

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# COMMERCIAL REPORTS

RECEIVED AT

## THE FOREIGN OFFICE

FROM

# HER MAJESTY'S CONSULS

BETWEEN

## JULY 1ST, 1862, AND JUNE 30TH, 1863.

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*Presented by Command of Her Majesty to both Houses of Parliament,*
1863.

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# COMMERCIAL REPORTS

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BETWEEN

JULY 1ST, 1862, AND JUNE 30TH, 1863.

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## ABYSSINIA.

*Report by Vice-Consul Walker on the Commerce, &c., of Abyssinia for the year* 1863.

HAVING recently returned from the Coast of Abyssinia, after a residence there of many months, and thinking your Lordship would be glad to be informed of the present state of commercial affairs in that neighbourhood, I have the honour to transmit the following Report, in the hope that it may not be unacceptable to your Lordship.

Most of the commerce of this country, which would be considerable if there were no drawbacks thereto, it being so richly endowed by nature, is brought to *Massowah*, an island on the coast, which is merely a coral rock not more than a mile and a quarter in circumference, and which is about 200 yards from the main land. This island is governed by a Kaïmakan, or Governor, who is subject to the Pasha of Jeddah.

It consists of his residence, which is almost the only tolerable house in the place,—a ruinous fort or tower,—a few warehouses of stone belonging to the Banians (who have transacted business with the Abyssinians for some years); a custom-house of stone in a most dilapidated state; a residence of stone belonging to the Jesuits, and a church which that fraternity are at present constructing; one or two ruinous mosques; a small stone house consisting of two miserable rooms which have been used latterly as the Consulate of Her Britannic Majesty; two dilapidated houses used for similar purposes some years back by the French and Austrian Government; a dirty bazaar, and a numerous collection of miserable straw huts inhabited by the Arab and small Turkish population.

The whole of the *export* from the interior is brought down by porters,

who are employed by the merchants twice a year, viz., in the end of February or commencement of March, when the rains are subsiding on the coast: and before the rains have set in in the interior another caravan, in the end of August, which leaves before the rain commences again on the coast.

These caravans, when they arrive at a place called Ailat, which is situated on the plains of the low country, and about two days' journey from the coast, discharge their porters; their pay from Adona to Ailat is a dollar a-head.

The country about Ailat consists of low sandy plains, which allow of their goods being safely conveyed on camels, mules, and oxen, to the coast, when they are at once unloaded on a kind of stone quay which projects into the sea opposite the island, and immediately shipped across to Massowah, where they are detained in the custom-house till the proper tariff, which consists of 8 per cent., is levied on them.

We have no English merchant vessels at any time *trading* with Massowah. Two Indian or Banian vessels visit it during the year. No Turkish vessels go there at all, neither naval nor merchantmen, but about thirty Arab bagalows are continually going backwards and forwards to Jeddah, Suez, Addeido, and Mocha, and occasionally to Aden during the year. These boats are open, without a deck, with one or two latteen sails, some made of mat, some of canvas, and they seldom, if ever, lose sight of the land, but are constantly hugging the shore, and when night sets in come to an anchor.

The articles of *commerce* which are brought from the interior of Abyssinia consist of small quantities of negro gold, ivory, musk, coffee, ghee (or rancid butter), hides, cotton, and a kind of coarse grain called dourah, much used by the natives for making their bread (there are two kinds, the red and white; the latter is the most expensive) honey and wax.

The quantities of these articles brought by the two caravans during the year, as far as I was able to ascertain, consist of

The large Caravan:—

*Gold.*—Great difficulty to ascertain the quantity that is brought from the interior, as a great deal is smuggled in to avoid the duty.

*Ivory.*—13,000 lbs.

*Musk.*—560 lbs.

*Coffee.*—10,000 lbs.

*Ghee,*—No tariff; constantly arriving from the frontier.

*Hides.*—Constantly arriving.

*Cotton.*—Small quantities brought to the coast, cultivated more for home consumption.

*Corn, Dourah, Honey.*—Always arriving in small quantities; great difficulty to ascertain the amount.

*Wax.*—10,000 lbs.

The annual number of mules brought from the interior is about 1,200, their loads averaging from 250 lbs. to 280 lbs. each. Butter, honey, and hides in small quantities at all times in the year. Corn and dourah also.

The value merely of goods arriving from the interior is given, not the weight.

The whole of the gold is bought up by the Banians of Massowah, as is also the ivory.

The gold is sold by the Maria Theresa dollar weight, viz., one dollar weight of gold is sold for 16 dollars.

The *ivory* is sold at a dollar per rottoli, which is equivalent to our English pound.

The whole of this article is also bought by the weight, either for specie or barter.

The *musk*, which is brought down in small quantities on account of its scarcity, is consequently very dear, about 12 dollars the ounce.* The price of *coffee* all depends on what quantity there is in the market; when the large caravan arrives from the interior in the end of August it averages from 8 to 9 rottoli the dollar. The price of *ghee* is about $3\frac{1}{2}$ robeit the dollar. The robeit is equivalent to $1\frac{1}{2}$ lbs.

The price of common *hides* averages from $\frac{3}{4}$ of a dollar to a dollar a-head.

*Spotted panther skins* at a dollar and a dollar and a half each.

*Cotton*, which is brought down in small quantities, is sold for 8 to 9 rottoli the dollar.

*Corn* is sold by the kale,† and generally runs from 9 to 15 kale the dollar.

The price of *dourah* is the same as the corn.

*Honey* and *wax* are sold at the following prices:—the honey is sold at $3\frac{1}{2}$ robeit the dollar; the wax a 1*s.*, or 6 piastres, the cake, which is round, and about the size of a saucer.

There are about 15 to 20 *Banian merchants* on the Island of Massowah, and they are, in fact, the only men who possess any money on the island. They have two vessels of their own, which are built similar to the bagalows, but far larger, which trade between the island and Bombay twice in the year. About 20,000 dollars yearly is expended in the country, money being scarce, the rest of the mercantile transactions is carried on by way of barter by the Banians, who seem to monopolize the whole of the trade.

*Imports into Massowah.*— These Indian merchants generally bring to the island quantities of red damask silk and coarse white cloths called bafta (which the natives, residing on the coast, wear thrown around their bodies, the Abyssinians spin their own togas); they also import moist sugar, sugar candy, printed cottons, coloured beads, and rice.

The dwellings of the three Consuls, English, French, and Austrian, as also of the one, or two Europeans, have always been situated on the main land about three miles from the island, at a place called *Montcouloo.*

The whole of this low sandy plain to the length of 60 to 70 miles is under the power of the Turks, who have a small garrison, to the amount of 100 men, chiefly Arabs, stationed at Arkeeko, which is about three miles by water from Massowah, and about ten across the plains. These men are under the command of the Alimanaga or Colonel; there are now very few, if any, Turkish soldiers, almost the whole of them having been sent back to Jeddah.

The *Nyab of Arkeeko*, who in the time of Bruce's journey to Abyssinia was quite a powerful prince, is now nothing else than a mere puppet under the power of the Governor of Massowah, who orders him about as an ordinary vassal; his jurisdiction extends over the Arab and Bedouin Arab population around the coast to the extent of 30 to 40 miles, and he at times marches his men up on the high table land in the direction of Bogos, which lies on the frontiers of Abyssinia, and levies a tax on the inhabitants; this tax is levied either by persuasion or by force.

The low country is inhabited by *Arabs* and Bedouin Arabs, who live in miserable huts; most of these tribes have large herds of cattle and flocks of sheep on which they subsist.

* The dollar is equivalent to 4*s.* 4*d.* of our English money.

† The kale is equal to about 4 quart measure.

The *rainy season* commences on the coast at the latter end of October or commencement of November. The rainy season in the interior begins about the end of February, or commencement of March; and from the end of April to the commencement of September and October the River Teccazee, which divides the Province of Tigré from Abyssinia Proper, is so swollen by the rains that it is impossible to be forded.

The whole of the lowlands during the *summer months* are completely devoid of vegetation, the stunted shrubs and grass being completely burned up in fact, neither are there any leaves on the trees; nor is there a blade of grass to be seen, all the cattle are driven away from the coast up to the high country, even the mules will not survive the heat. The temperature on an average during the hot summer months runs from 115 to 120 in the shade.

The island and all the coast around can be compared to nothing but a vast furnace, where there is nothing to enliven the eye, and where it is impossible to find rest either by day or night. The Abyssinians from the interior cannot live in this climate for any length of time during the continuation of this heat, and to give an idea of the climate, a horse that I bought from an Abyssinian just arrived from the interior survived the change for two months, and then gradually sunk under it. In fact the climate here, without any exaggeration, is not adapted for any European constitution.

The rainy season commences on the coast, as I have mentioned before, in the latter end of August or commencement of September, and then commences a frightful succession of *fevers* throughout the whole native population on the coast till the rainy season has completely set in.

To give an idea of this, my wife and self, during the one year we were resident on the coast, had a succession of fevers one after the other; my wife was attacked eight times, myself five. The weakening effect these fevers have upon the system takes a long time to eradicate its evil effects.

After the rains have completely set in the grass commences to spring again, the leaves appear on the trees, and nature seems once more to revive after this lengthened and severe drought; but the herbage which springs up at first contains some poisonous matter till it has grown a sufficient height, and I have known from five to ten mules to die in a night in the village from the effects of this poisonous food.

At no time of the year are there any vegetables to be had on the island with the exception of a few tomatoes and onions, which are imported there, and Europeans are in consequence attacked by a running sore, which is somewhat similar to the dead-mark of Bagdad.

Neither the *French* nor *Austrian* Governments have had any representatives on the island for the last year or two, and during the year that I was resident on the coast only one French man-of-war touched at the island.

The French, during the time I was resident at Massowah, purchased a place situated between Leila and the Babelmandel coast, by name *Obokt*, from the Dunkalie Chiec, for which they gave 10,000 dollars. The Chiec of the village, after receiving the money, disappeared, and his successor did not countenance the claim, or right of the French to purchase this site of land, nor of the Chiec to dispose of it, and the few huts that were erected by the French on that coast whilst occupied in surveying, after their departure were thrown into the sea by the natives.

I need hardly mention that there is a good *roadstead* for ships, and also good *water* here, as most likely your Lordship must have seen Captain Dayman's (of Her Majesty's ship "Hornet") account, who called there some years since to take soundings. But the place is devoid of vegetation,

and if the natives were to turn restive, great difficulty would be found in obtaining food by the settlers, for at least some little time, until a certain amount of dread was thrown on the natives by troops that would have to be brought there for that purpose.

No Romish priests, either French or Italian, are now tolerated in the interior of the country of Abyssinia; there are a few on the frontier, in the neighbourhood of Bogos, and also on the Island of Massowah.

There is very little *trade* done between *Massowah and Suakin;* most of the traders from Kartoum send their caravans to Suakin in lieu of Massowah; on one account owing to the distance being less and the route more convenient, and again because they are able to obtain a better market for their goods.

Before concluding, I may mention that the *population* of *Massowah* does not consist of more than 1,000, mostly Arabs, and a very few Turks. It is not fortified in any way; there are one or two rusty old cannons lying on the beach, but dangerous to be used; in fact the last time they were brought into requisition, on the arrival of the Duke of Saxe-Coburg, they were found extremely deficient and I may say almost useless, owing to the neglectful manner in which they had been allowed to remain for years.

During the time of the large caravan, which is in the months of September and October, the *Abyssinian merchants* and their followers live on the island. They are all armed with lances and knives. They hate most fiercely their Mahomedan entertainers. The few troops of the Kaïmakan are quartered at Akeibro, on the mainland.

The Abyssinians feel that Massowah, the only port there is for their goods, is in the hands of the Infidels, and the Christian and Mahomedan hatred runs so high that the Abyssinians will not eat anything that has been killed by the Mahomedans, nor, *vice versâ*, the Mahomedans the meat that has been killed by the Christians.

The *Slave Trade* is carried on in Abyssinia by the Mahomedan population, though the King does not sanction it himself, and droves of from 30 to 40 men, women, and children are brought down to the coast, are secreted in the Arab villages round Massowah, and, under cover of night, put in small boats and dropped down by the tide to the larger crafts that are awaiting a little distance below the island. They are then immediately put on board, and are taken across to Jeddah, Mocha, or Addeio, where they are kept till a fair price is obtained. In Massowah slaves are sold secretly, the Pasha pretending not to sanction it; in Jeddah in the public market.

As I have mentioned before, small quantities of *Cotton* are brought down from the interior.

I may observe before concluding, that the country of Abyssinia is extremely endowed for the cultivation of this article, and large quantities most likely would be cultivated for exportation, but for the uncertain and disturbed state the country is always in; and until some settled government be established, it would be useless to do anything with a view to the extension of the growth of this staple source of wealth.

Abyssinia, June 5, 1863.

# ARGENTINE REPUBLIC.

## ROSARIO.

*Report by Mr. Consul Hutchinson on the Trade of the Argentine Republic for the year* 1862.

The Argentine Republic of South America extends from 22° to 41° of South latitude, and from 59° to 74° of West longitude.

According to the latest authority, Dr. De Moussey's work, "La Confédération Argentine," its extent is calculated at 80,000 square leagues, or a superficies of 675,000 geographical leagues. The government census of 1858,—the last taken,—gives it a population of 1,200,000 inhabitants.

It is composed of fourteen provinces, arranged thus in four divisions:

| | |
|---|---|
| Littoral or Rivernie | Buenos Ayres.<br>Santa Fé.<br>Entre Rios.<br>Corrientes. |
| Provinces contiguous to the Andes | Rioja.<br>Catamarca.<br>San Juan.<br>Mendoza. |
| Central Provinces | Cordoba.<br>San Luis.<br>Santiago.<br>Incuman. |
| Northern | Salta.<br>Injuy. |

The chief exports of these to foreign countries are:—wool, cowhides (dried and salted), mare's, sheep, goat, and beaver skins, mare's grease, dried beef, tallow, horse-hair, hoofs and bones, bone-ash, copper from Catamarca and Cordoba, silver from Cordoba and San Juan.

The exports from the provinces to each other generally consist of sugar, caña (aquardiente), tobacco, rice, and cheese, from Incuman; ponchos and colchas from Santiago; wheat and flour from Cordoba; wine and fruit from Mendoza; fruit from San Juan; butter and eggs as well as charcoal from Santa Fé; mules from the southern to the northern provinces; lime from Entre Rios.

An approximate idea of the amount of trade between Great Britain and this part of the world may be formed from the following tables issued by the Board of Trade:—

Board of Trade Returns.—Great Britain.

Value of Exports to the River Plate, during the years—

| | |
|---|---|
| 1858 | £1,008,819 |
| 1859 | 1,652,299 |
| 1860 | 2,705,170 |

Value of Imports from the River Plate during the years—

| | |
|---|---|
| 1858 | £1,718,367 |
| 1859 | 2,375,197 |
| 1860 | 1,968,956 |

Besides these, there is a large amount of exports from continental countries to the river Plate, as well as a considerable quantity of produce sent from that river to France, Holland, Hamburg, and the United States, chiefly drawn for by credits on England.

Of the foregoing tables it may be presumed the Argentine Republic has the largest share, if we judge by the returns of exports from Buenos Ayres in the last of these four mentioned years:—

EXPORTS FROM BUENOS AYRES IN 1860.

| | | | | | |
|---|---|---|---|---|---|
| 454,303 | Salted Ox Hides..... | valued at | 25*s.* each .... | | £567,878 |
| 1,217,771 | Dry „ ..... | „ | 20*s.* „ .... | | 1,217,771 |
| 285,099 | Salted Horse Hides... | „ | 8*s.* „ .... | | 114,059 |
| 60,048 | Dry „ .... | „ | 5*s.* „ .... | | 15,012 |
| 11,593 | Pipes of Tallow ..... | „ | £25 per pipe | | 231,860 |
| 8,757 | Boxes „ ..... | „ | £16 per box | | 140,012 |
| 48,766 | Bales of Wool ..... | „ | £25 per bale | | 1,219,150 |
| 3,046 | „ of Horsehair.... | „ | £50 „ | | 152,300 |
| 8,951 | „ of Sheepskins ... | „ | £30 „ | | 268,530 |
| 499,788 | Quintals of Jerked Beef | „ | 10*s.* per quintal | | 249,894 |
| | | | | | £4,176,446 |

The first exportation of wool mentioned in Sir Woodbine Parish's work, gives 33,417 arrabas or in fact only 835 bales for the year 1822. How the exports in this article alone have progressed since that time may be imagined from the fact that the Buenos Ayrean government returns for the first half of 1861 show the value of wool export over that of hides to be nearly 200,000*l.*

That the value of British goods imported into Buenos Ayres has advanced in a like ratio is apparent from what Sir Woodbine Parish gives as an average for cottons, woollens, and yarns during the years 1849-1850 —namely, 36,719,645 yards. For in the year 1861, it was represented by 47,350,856 yards from England alone. The years 1862, however, shews a depression to 17,712,426, a decrease no doubt materially owing to the injury received from the war in the United States by the cotton interest of England, and partially due to the war in this Republic.

The following table, compiled by Mr. Daniel Maxwell, of Buenos Ayres, shows the progressive increase of exports since Sir Woodbine Parish's book was published in 1862—chiefly exemplified in the article, wool. It will be seen that the annual average increase of wool during these eight years has been 23⅛ per cent. On it there is paid an export tax of 15 per cent :—

COMPARATIVE TABLE of Produce Exports from November 1st, 1854, to October 31st, 1863.

BUENOS AYRES.

| | Horse Hair. | | Dry Hides. | | Salted Hides. | | Wool. | | Sheep Skins. | | Tallow & Mares Grease. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Bales. | Bags. | Ox and Cow. | Horse. | Ox & Cow | Horse. | Bales. | Bags. | Bales. | Dozens | Pipes. | Cases. |
| From Nov. 1, 1854 to Oct. 31, 1855.. | 2,792½ | 1,407 | 905,525 | 21,176 | 324,556 | 146,593 | 28,616½ | 756 | 6,382 | 69¾ | 15,050 | 7,978 |
| „ 1855 „ 1856.. | 2,759 | 1,519 | 800,775 | 28,412 | 413,997 | 143,913 | 32,142 | 225 | 6,466 | 52 | 12,866⅙ | 8,137 |
| „ 1856 „ 1857.. | 3,167 | 2,070 | 968,776 | 51,503 | 440,525 | 227,037 | 37,405½ | 832 | 7,886 | 92 | 12,968 | 19,968 |
| „ 1857 „ 1858.. | 2,993 | 1,600 | 1,055,374 | 59,585 | 317,251 | 113,021 | 35,869¾ | 765½ | 8,247 | 3 | 7,297¼ | 3,404 |
| „ 1858 „ 1859.. | 2,190 | 1,176 | 973,063 | 57,538 | 535,839 | 131,231 | 45,341½ | 974 | 8,107 | .. | 13,002½ | 8,544 |
| „ 1859 „ 1860.. | 2,681 | 1,301 | 1,189,709 | 96,152 | 423,421 | 213,888 | 40,064 | 1,659 | 11,673 | 10 | 10,073⅙ | 7,931 |
| „ 1860 „ 1861.. | 3,209 | 1,044 | 1,071,276 | 48,138 | 367,074 | 161,411 | 57,969 | 2,586 | 9,419 | 11½ | 16,676½ | 16,267 |
| „ 1861 „ 1862.. | 2,454 | 1,256 | 1,200,791 | 54,033 | 350,590 | 123,095 | 66,795 | 1,829 | 10,579 | .. | 13,741½ | 15,233 |

Sheep farming, in a commercial point of view, both as regards the government revenue and private enterprise, is daily advancing before the beef and hide preparing business of the Saladero. In the last year, 1862, 27,000,000 of sheep, mostly Merinos and Europeans, are accredited by the government as existing in the province of Buenos Ayres. But Mr. Daniel Maxwell calculates the number at only 18,500,000.

A Table, given to me by Mr. John Greenaway, of Buenos Ayres, shews the profit to be realized from sheep tending with rented land in the province of Entre Rios. Making allowance for casualties, this calculation proves a nett profit of nearly 8,000*l.* in five years, whilst the original stock of 5,260 sheep and rams increases to 21,500 :—

APPROXIMATE STATEMENT of the Average Increase of 5,000 Sheep (Ewes) as principal, with expenses attendant thereon, together with Rent of Land, during five consecutive years, viz. :—

| | | | |
|---|---|---|---|
| DR. | To Value of 5,000 Sheep (Ewes), at $1 each | | $5,000 |
| | Ditto of 260 Rams, at $10 each | | 2,600 |
| | Five Years Rent of Land, adequate for 5,000 Sheep, at $300 | | 1,500 |
| Expenses of 1st Year.. | 2 Puestos, at $80 | $160 | |
| | 2 Peones per mo., at $15 | 360 | |
| | 2 Sheep Pens, at $40 | 80 | |
| | 2 Horses, at $16 | 32 | |
| | | | 632 |
| Ditto of 2nd Year.... | 3 Puestos, at $80 | $240 | |
| | 3 Peones per mo., at $15 | 540 | |
| | 3 Sheep Pens, at $40 | 120 | |
| | 3 Horses, at $16 | 48 | |
| | | | 948 |
| Ditto of 3rd Year.... | 3 Puestos, at $80 | $240 | |
| | 3 Peones per mo., at $15 | 540 | |
| | 3 Sheep Pens, at $40 | 120 | |
| | 3 Horses, at $16 | 48 | |
| | | | 948 |
| Ditto of 4th Year.... | 4 Puestos, at $80 | $320 | |
| | 4 Peones, per mo., at $15 | 720 | |
| | 4 Sheep Pens, at $40 | 160 | |
| | 4 Horses, at $16 | 64 | |
| | | | 1,264 |
| Ditto of 5th Year.... | 5 Puestos, at $80 | $400 | |
| | 5 Peones, per mo., at $15 | 900 | |
| | 5 Sheep Pens, at $40 | 200 | |
| | 5 Horses, at $16 | 80 | |
| | | | 1,580 |
| | To Balance | | 45,528 |
| | | | $60,000 |

CR.

| | Lambs. Male. | Lambs. Ewes. | Total. | Wool. Arrobas. | Dollars. |
|---|---|---|---|---|---|
| By principal 5,000 Ewes | | | | | |
| Increase of 1st Year | 1,250 | 1,250 | 2,500 | 500 | 1,000 |
| „ 2nd „ | 1,500 | 1,500 | 3,000 | 750 | 1,500 |
| „ 3rd „ | 2,000 | 2,000 | 4,000 | 1,000 | 2,500 |
| „ 4th „ | 2,500 | 2,500 | 5,000 | 1,400 | 3,850 |
| „ 5th „ | 3,500 | 3,500 | 7,000 | 1,800 | 5,400 |
| | | | | | 14,250 |
| Total Increase | | | 21,500 at 2½ dollars | | 53,750 |
| | | | | | 68,000 |
| Say less for eventualities | | | | | 8,000 |
| | | | | | 60,000 |
| Nett Profit as per Contra during five years | | | | | 45,528 |
| Or in Sterling | | | | | £7,588 |

Next to Buenos Ayres in commercial importance, but far before it in facilities for shipping, as well as in its geographical position of ports of exit and entry for more than three-fourths of the Republics, is the city of Rosario in the province of Santa Fé.

Rosario lies in lat. 32° 55′ S., and long. 60° 33′ 50′ W., and is distant by river course 210 miles from Buenos Ayres. No Custom House existed here untill 1854, and from that time to the present, the following is the result of its revenues :—

ROSARIO.—CUSTOM HOUSE RECEIPTS FOR STAMPS, EXPORT AND IMPORT DUTIES FROM 1854 TO 1862 INCLUSIVE.

| Years | $ Bolivian | Exchange | £ Sterling |
|---|---|---|---|
| 1854..... | 435,424 | | 68,074 |
| 1855..... | 745,342 | | 116,624 |
| 1856..... | 837,435 | These calculations are reduced into English money at the Exchange on England of 66s. 6d. per oz. and the oz. in Rosario $21 2 rls. bolivian. | 130,400 |
| 1857..... | 877,033 | | 137,229 |
| 1858..... | 1,030,141 | | 161,186 |
| 1859..... | 1,093,393 | | 171,081 |
| 1860..... | 1,100,115 | | 172,135 |
| 1861..... | 607,540 | | 95,061 |
| 1862..... | 837,884 | | 131,103 |

In order more particularly to shew the nature as well as respective amounts of its exports, I append the returns of last year, compiled by Senor T. Garson, Administrator of the Custom House. By these it may be observed what an important item of the exports is represented by the article of copper. Yet in 1855, there were only 2,778 quintals of copper, in the exports from Rosario :—

## EXPORTATION of Produce from Rosario de Santa Fé, during the year 1862.

| Produce. | Number. | Cwt. | lbs. | Arrobas. | lbs. | Dollars Value. | Exchange. | £ |
|---|---|---|---|---|---|---|---|---|
| Dry Ox and Cow Hides .. .. .. | 365,893 | .. | .. | .. | .. | 1,190,557 | 65s. per oz. | 178,583 |
| Horse Hides .. .. .. .. .. | 7,856 | .. | .. | .. | .. | 7,856 | | 1,178 |
| „ Hair .. .. .. .. .. | .. | .. | .. | 3,301 | 1 | 132,040 | | 19,806 |
| Calve Skins .. .. .. .. .. | 7,782 | .. | .. | .. | .. | 11,672 | | 1,750 |
| Goat „ .. .. .. .. .. | .. | .. | .. | 27,234 | 22 | 34,044 | | 5,106 |
| Sheep „ .. .. .. .. .. | .. | .. | .. | 13,046 | 17 | 16,308 | | 2,446 |
| Wool, washed .. .. .. .. .. | .. | .. | .. | 155,569 | 23 | 700,065 | | 105,019 |
| „ unwashed or dirty .. .. .. | .. | .. | .. | 64,412 | 8 | 194,197 | | 29,129 |
| Tallow .. .. .. .. .. .. | .. | 1,317 | 60 | .. | .. | 13,145 | | 1,971 |
| Copper in bars .. .. .. .. .. | .. | 11,096 | 98 | .. | .. | 248,570 | | 37,285 |
| | | | | | | | Average rate during 1862. | |
| Various Exports to the value of .. .. .. .. | | | | | | $2,548,454 | .. | £382,273 |
| | | | | | | 1,150,417 | .. | 172,557 |
| | | | | | | $3,698,871 | @ 65s. = | £554,830 |

CUSTOM HOUSE RECEIPTS DURING 1862.

| | | | |
|---|---|---|---|
| Stamps .. .. .. | $12,274 | At 65s. Average Exchange per oz. | £1,841 0 0 |
| Import Duties .. .. | 685,482 | | 102,822 0 0 |
| Export „ .. .. | 140,128 | | 21,019 0 0 |
| | $837,884 | | £125,682 0 0 |

| | | | | |
|---|---|---|---|---|
| Average value of Produce Exported liable to duty .. .. | $2,362,832 | | | |
| „ „ „ duty free .. .. | 1,336,039 | | | |
| Custom House valuation on Goods Imported liable to duty .. | $3,242,337 | = $3,698,871 | @ 65s. Exchange = | £554,830 0 0 |
| „ „ „ duty free .. | 188,460 | | | |
| | = 3,430,798 | „ | | 514,619 0 0 |
| Balance in favour of Exports .. .. | $268,073 | „ | | £40,211 0 0 |

Although, as appears, the Custom House of Rosario was not opened till June, 1854, it will be seen that in the short space of six years, *i.e.*, up to 1860, it nearly trebled the receipts of its revenues.

The last-mentioned year was severely felt by the mercantile community of Rosario, opening as it did with the prospect of a war with Buenos Ayres, and the probability of abolition of the differential duties. These, during their existence, were the supporting pillars of Rosarian commerce with reference to its import trade. They were sanctioned by National Congress at Parana on the 19th July, 1856, and 27th July, 1858. Their principle was to levy an additional impost on all goods landed at Buenos Ayres and paid for in duty there, whilst such articles as came across the sea, without being put ashore till they arrived at Rosaria were exempt. That is to say, goods coming from Buenos Ayres, or Monte Videa, were obliged to have paid on them an additional 6 per cent. to the 15 per cent of established tariff, while such as paid a duty of 20 per cent., had imposed on them an additional 3 per cent., if they came from the forbidden ports.

Consequently the import trade to Rosario increased in such a manner that in 1859, this port was visited (amongst a large amount of shipping from other parts of the world) by 65 British vessels, having an united tonnage of 15,335 tons. The differential duties being abolished by a decree of 24th December, 1859, after the convention of peace was signed at San José de Flores, in November of the same year, the commerce of Rosario suffered a temporary collapse thereby.

From Baron du Graty's work on the "Argentine Confederation," I learn that the export trade of Rosario in 1855 employed 241 vessels of the port, comprising an aggregate of 9,826 tons ; and the import trade used 370 ships of a total of 16,927 tons. In the same year there passed through it to the interior provinces 22,000,000 of foreign articles; and were exported from it 14,000,000 of Argentine productions. The first of these may be described as bales, cases, or packages of manufactured goods,—chiefly English,—and the second, the articles enumerated in the early part of this paper as the country's produce.

The charge of freightage, to and from the provinces of the interior, by bullocks, carts, and mules—the only style of locomotion as yet in existence—is as follows :—

RATES OF FREIGHT BETWEEN ROSARIO AND THE FOLLOWING PLACES.

| | | | | | |
|---|---|---|---|---|---|
| From Rosario to Cordoba, | per carts, | for every | 150 | arrobas.. | 40$ to 50$ |
| „ | Santiago | „ „ | 1 | „ .. | 9 rials |
| „ | Tucuman | „ „ | 1 | „ .. | 9 „ |
| „ | Mendoza | „ „ | 1 | „ .. | 5 to 6 rials |
| „ | Mendoza, | per mules „ | 1 | „ .. | 3 to 4 „ |
| „ | San Juan | „ „ | 1 | „ .. | 3 to 4 „ |
| „ | San Juan, | per carts (none hence) | | | |
| „ | Salta | „ for every arroba 2$2 | | | |
| From Cordoba to Rosario | | „ 50$ to 60$ for every 200 arrobas. | | | |

NOTE.—The return freight from the above named places (excepting Cordoba) is more or less the same as that quoted hence.

The journey between Rosario and Cordoba—about 215 miles—occupies an average of from 25 to 30 days, although this distance could be accomplished by a railway train in twelve hours. To the other places the time consumed by intercommunication is of course proportionably long. Yet with this disadvantage we find the following returns of traffic :—

1860.

CARTS AND MULES.

| ARRIVALS from the Interior. | DEPARTURES to the Interior. |
|---|---|
| 2,900 Carts with 6,192 Tons | 2,016 Carts with 4,275 Tons |
| 8,724 Mules with 1,365 „ | 9,852 Mules with 1,539 „ |
| Tons..... 7,557 | Tons..... 5,814 |

AGGREGATE FOR THE YEAR 1860.

7,557
5,814

Tons.... 13,371

1862.

CARTS AND MULES.

| ARRIVALS from the Interior. | DEPARTURES to the Interior. |
|---|---|
| 4,376 Carts with 8,791 Tons | 3,588 Carts with 7,208 Tons |
| 1,256 Mules with 169 „ | 1,194 Mules with 158 „ |
| Tons..... 8,960 | Tons..... 7,366 |

AGGREGATE FOR THE YEAR 1862.

8,960
7,366

Tons.... 16,326

With reference to the special products of each province: From the city of Santa Fé, is exported to places up as well as down the river, a monthly average of 9,000 fanegas, or 11,800 tons in the year, of charcoal. Algarroba wood, used in making spokes for the wheels of the large carretas, is likewise an export; and as this is heavy, it constitutes the ballast part of freight with a ship's cargo of charcoal. On this charcoal is paid an export duty at the rate of one dollar for every 12 fanegas.

Within the last year a steam-mill has been established at a distance of about a league from the city, for the manufacture of oil, from fish, wherewith a neighbouring lake, the Laguna Guadaloupe abounds.

In the Colony of Esperanza were grown in 1661—1862;—

| | | | | | |
|---|---|---|---|---|---|
| 4,715 | Fanegas of | Wheat. | 617 | Fanegas of | Barley. |
| 3,016 | „ | Maize. | 61 | „ | Manis Seed. |
| 712 | „ | Potatoes. | | | |

From the province of Entre Rios lime, wool, and prepared beef are exported. During the past year 62,000 arrobas of wool were sent from the port of Gualeguaya in this province. The lime is chiefly prepared in the neighbourhood of its capital, Parana. In 1825 there were only 120,000 head of cattle between this province and that of Corrientes; whilst in 1836, both contained from six to seven millions. At the colony of the Villa de Urquiza, about five leagues to the north of the capital, were produced in 1862, 1,500 fanegas of good wheat. Barley, potatoes, maize, and butter are also raised here. The last of which (butter), realized at the Buenos Ayres market in the year just mentioned, 25 paper dollars, or about 4 shillings per pound.

The neighbouring province (De Entre Rios) of Corrientes is chiefly a cattle fattening, and in some respects a beef curing district, having a few Saladeros. In it are produced some excellent tobacco and many tropical fruits. Corn is reported not to grow well here. Between the rivers Batel and Corrientes, which flow through this province, the new agriculture of cotton is being very extensively cultivated by Senor Ximenes of Gogo. Passing from the Riverini to the Central Provinces, we find that Cordoba produces wool and excellent wheat. The chief industrial fea-

ture of the capital city here, in the present time, is the large steam flour mill of Don Victor Rogue—which was erected in 1861,—its building costing 150,000 patacoons, (*i.e.* £30,000). Last year it exported 50,000 fanegas of flour to Rosario. This flour is valued in Cordoba at 4 dollars per quintal; whereas, at Rosario, it is sold for 6 dollars per quintal—the freight of bullock carts thus raising its cost to an amount of 50 per cent. The mill can grind from 200 to 250 quintals (100 lbs. each) per day. To the engine is likewise attached a saw-mill, for cutting planks and fire-wood.

Cordoba has also many silver as well as copper mines; but few of them are at present in working order. The richest of the former are in a district, entitled Pocho, about 35 leagues south of the capital.

The principal export from Santiago is wool. During the year just gone by, more than 50,000 arrobas of wool were sent from here, through Rosario. In the old times of the Jesuits, cochineal formed an important item of export from this province to Peru and Bolivia; but its cultivation is now given up, although the forests have large quantities of the cocus insect on their wild cactus.

To Tucuman, in the year 1861, more than 2,000,000 dollars worth of foreign goods—chiefly British—were imported. During my visit to the capital of this province in the month of February last, his Excellency Governor Campos gave to me the following statistics of the productions of Tucuman in 1862:—

| | |
|---|---|
| Tanned Leather ..... | 70,000 hides. |
| Sugar, Manufactured ..... | 75,000 arrobas. |
| Cana (aguardiente)..... | 15,000 barrels. |
| Rice, cultivated..... | 40,000 arrobas. |

A curious anomaly, however, exists in the fact that Cuba sugar is sold in the neighbouring province of Santiago,—at Salavina for example, at a cheaper rate than that which is made not a hundred leagues off—at Tucuman. This is chiefly due to the scarcity and high price of labour in the last named place.

From Catamarca, about twenty years ago, cotton of a very superior quality was sent to England. The chief importance of this province in the present day is from its rich copper mines, the greater part of the copper passing through Rosaria being from Catamarca. In 1862, as appears from the Custom-house returns already given by me, there were sent through Rosario, chiefly from the Lafones mines, in this province, above 18,000 quintals of copper, in blocks of 2 cwts. each. This copper is worth, at Rosario, from 85 to 100 frances the quintal, leaving a good profit to the producer.

Upon the silver mines of San Juan a most favourable report has been made in the course of last year to his Excellency, Governor Larmiento by Mr. J. Richards, C.E. This report gives encouraging statistics not only of the superior quality of the metal, but of the small cost at which it may be raised. Even at present, and with the irregular process of elaboration which exists, the engineer calculates 133 ounces of silver to every ton of ley that is dug up.

A very important traffic of the Argentine Republic between its lower and upper provinces as well as to Chili, Peru, and Bolivia is the trade in mules. These animals are bred in Santa Fé, as well as in Buenos Ayres and Entre Rios. Bought likewise at a rate of from 8 to 10 dollars per head in the Uraguayan Republic,—whilst even no higher up than Salta, they realize a profit of from 150 to 200 per cent.

The other provinces produce the articles already enumerated, that I feel a hesitation in entering upon details as I have not visited either the Andine or the extreme northern parts of the Republic.

The impetus given to Argentine trade by the spread of railway promises more beneficial results from the Centro-Argentine than from any line yet proposed. The first sod of the part of this, which is to extend from Rosario to Cordoba, was turned by General Mitre on the 20th of April last, and the preparatory earth works are now in full progress. This railroad is intended by its projector, Mr. Wheelwright to traverse the Pampas and Andes of South America, extending from the river Parana to Caldera on the Pacific Ocean, a distance of a thousand miles, and opening to intercommunication the most important parts of the Argentine Republic.

Rosario, May 20, 1863.

# AUSTRIA.

## RAGUSA.

*Report by Mr. Consul Paton on the Trade of Ragusa for the Year* 1862.

Ragusa was formerly a place of considerable wealth; but this has disappeared from various causes; chiefly the French occupation, accompanied by the fall of the republic; the confiscation of considerable state property and private endowments; the Russo-Montenegrine war of 1807, during which the farms and villas of the environs were burned down by the Montenegrines; while the British blockade during the latter years of the first French Empire annihilated the shipping interest.

The ship-owners of "long course" had great prosperity during the Crimean war, when much money was made; but this was of very short duration, and the spread of screw steam-navigation has not been shared in by Ragusa, a country without coal production, iron, or mechanical science. Some money has lately been made by persons having contracts for the Turkish armies, but this has very slightly affected the general prosperity of the place. Consequently the trade of Ragusa is insignificant, being mostly small dealings, all the larger operations being made through Trieste houses; and the British trade is confined to the import of a few cargoes of coals for the use of the Lloyd's Steam Navigation Company, the return cargoes being sought at Patras, Corfu, and Zante during the currant season, as the staple export of Ragusa, olive oil, is attracted to Trieste by being admitted into the general customs area of the Empire at half duty. The imports are chiefly manufactures, viâ Trieste; also provisions from the Herzegovina and the opposite coast.

The soil being rocky on the eastern coast of the Adriatic as compared with the Italian side, bread-stuffs are imported from the corn-growing countries; chiefly the basin of the Black Sea.

The small craft is of some extent and employs a considerable maritime population, and the city possesses, in the port of Gravosa, one of the noblest harbours of the Adriatic. Should railway communication be introduced into the valley of the Narenta from Slavonia and Bosnia, Ragusa may become commercially important; but I am not at all sanguine as to this being the case in our generation. But if Austria should make Dalmatia free of all customs' duties, a measure needed even in the interests of Austria, I have no doubt that Gravosa, being so much lower down the Adriatic than Trieste or Fiume, a large direct trade both import and export might be the result.

*The Population.*—The population of the town and suburbs of Ragusa is above 9,000, including a garrison varying from 2,000 to 3,000 men, according to the state of the public peace in the neighbouring parts of the Ottoman Empire. The population of the circle of Ragusa, including 960 foreigners and exclusive of the garrisons, amounts to 51,296 souls.

| | |
|---|---|
| Natives .. .. .. .. .. .. | 50,336 |
| Foreigners .. .. .. .. .. | 960 |
| Total .. .. .. | 51,296 |

If we deduct from this total the 960 foreigners, and substitute 3,887 natives absent in foreign countries, we arrive at a total of 54,193 natives at home and abroad divided in the following manner.

| | |
|---|---|
| Roman Catholics | 53,873 |
| Greek Catholics | 5 |
| Orthodox Greeks | 190 |
| Jews | 121 |
| Protestants | 4 |
| Total | 54,193 |

Relatively to the rest of Dalmatia, the population of the circle of Ragusa stands as follows:—

| | |
|---|---|
| Metropolitan district of Zara | 18,526 |
| Circle of Zara | 130,045 |
| Circle of Spalato | 173,423 |
| Circle of Ragusa | 51,296 |
| Circle of Cattaro | 31,209 |
| Total population of Dalmatia | 404,499 |

The Austrian census of the population of Dalmatia has given the following results:—

| | |
|---|---|
| In 1817 | 297,912 |
| 1827 | 338,026 |
| 1837 | 373,479 |
| 1847 | 410,988 |
| 1857 | 404,499 |

The rapid increase in the first decennium was from the assured peace after the great gaps that had been made in the Dalmatia population by the French wars, more particularly the expedition to Russia. The diminution between 1847 and 1857 was owing to the paucity of marriage that followed the revolution of 1848, as well as the mortality of conscripts in the Italian and Hungarian wars.

The division of the population of the circle of Ragusa into professions is the following:—

| | |
|---|---|
| Priests | 197 |
| Functionaries | 419 |
| Natives following the military profession | 22 |
| Persons connected with the arts | 244 |
| Procurators and Notaries | 11 |
| Medical and sanitary persons | 43 |
| Possessors of establishments | 2,577 |
| Possessors of houses and lands | 373 |
| Manufacturers | 369 |
| Traders and merchants | 198 |
| Seafaring persons | 3,438 |
| Agricultural labourers | 8,196 |
| Trades' workmen | 456 |
| Clerks | 36 |
| Other assistants | 391 |
| Day labourers | 963 |
| Miscellaneous | 3,685 |
| Women and boys | 32,575 |
| Total | 54,193 |

The members of the clerical profession are at first sight numerous, being nearly 200 for a population of little more than 50,000, but Serragli, the Ragusa Deputy at the Diet of Zara, remarked with truth that mountainous countries have more ecclesiastics on account of the sparse population, and that where there are few towns the religious sentiment is stronger; moreover, there is a full Cathedral Chapter, and a Jesuit's college having the superior public instruction in its hands, the classical tuition being excellent; that of the modern sciences much less satisfactory.

The number of functionaries is in course of diminution in consequence

of the financial reforms. The maritime inspectorate of Dalmatia, fixed at Ragusa, has just been merged in that of Trieste. (Central, *see* "Behörde.") The local Praetorship of Ragusa has been merged in the circle and partly in the municipality, and the tendency towards financial economy, and the curtailment of bureaucracy, is visible on all hands.

The number of 244 persons connected with the arts is a mistake in the census return, artists having been mixed up with certain artizans. Ragusa was always distinguished by a liberal culture of the arts on a scale proportioned to the population; all persons who come here admire the excellence of the architecture, and acknowledge the instruction spread among all ranks. In one respect there was a great deficiency, viz., in female education. The late Bishop, sensible of this, got nuns to come from Brescia to establish a female school for young persons of all persuasions—Greek, Protestant, and Jewish.

With regard to the 11 procurators or notaries, Ragusa is the seat of a Tribunal of First Instance, the second is at Zara, the third at Vienna.

There is no medical school at Ragusa or in Dalmatia, the practice is for students to go through the preliminary studies in Padua, where expenses are smaller than in Vienna, and to finish with the degree of the latter capital.

Possessors of lands have not to British eyes an agreeable or satisfactory position; the peasant is a co-proprietor, and generally has more than his legal share of the produce, as he is always on the spot, and the landed proprietor has a troubled existence in resisting his (especially since 1848) aggressive spirit. Entails are in some cases divisible, and of course productive of genteel pauperism. The aristocracy is courteous, intelligent, and honourable. Some few are energetic practical agriculturists, and others are high in the service of the State; but many persons prefer a polished town existence in straitened circumstances to the energetic battle of life and its rewards as pure agriculturists.

The manufactures are unimportant, consisting of the thick blankets used by the peasantry, and called by the Italians "schiavini," leather dressing, soap boiling, candle making, and macaroni for local consumption, and some violin strings. There is little water power, but a moderate quality of coal has been discovered near Ragusa Kerrhia, which is not yet worked.

There is no bank, or any institution of credit, except the municipal pawn establishment which is said to be remarkably well managed (called "Monte di Pietà"), and there is no body of merchants or capitalists in the place corresponding to European ideas of this class.

There has been no ship-building worth mentioning since the Crimean war, but the woods of Curzola and Sabioncello furnish timber for an excellent construction of boats and caiques, which are exported to Constantinople, and over all the Adriatic and a part of the Levant from the former port, which in the prosperous period of Venice made its fortune by the building of galleys for the merchants of that republic.

Passing from the circle of Ragusa to the whole population of Dalmatia, we find 10,691 Dalmatians resident in foreign countries; but the distribution of this sum is not attempted from want of accurate data. The distribution of the Dalmatian population in the other provinces of the Austrian monarchy is the following:—

| | |
|---|---|
| In Trieste and Istria .. .. .. .. | 839 |
| Croatia, Slavonia .. .. .. .. .. | 536 |
| Venetia .. .. .. .. .. .. | 151 |
| Vienna and Lower Austria .. .. .. | 77 |
| Hungary .. .. .. .. .. .. | 42 |
| Vognodina .. .. .. .. .. | 31 |

| | |
|---|---|
| In Styria .. .. .. .. .. .. | 15 |
| Tyrol .. .. .. .. .. .. | 8 |
| Bohemia .. .. .. .. .. .. | 7 |
| Carniola .. .. .. .. .. .. | 7 |
| Military frontier .. .. .. .. .. | 7 |
| Moravia .. .. .. .. .. .. | 2 |
| Upper Austria .. .. .. .. .. | 1 |
| Buconina, Carinthia, Gallicia, Salzburg, Austrian Silesia, and Transylvania .. .. | None |

The old connection with Venice is a generally known historical fact; but although all educated Dalmatians speak and write Italian with vernacular facility, yet this return shows the much stronger Slaavic than Italian attraction, for the fundamentally Slaavic population, with an Italian varnish. The few literati in Ragusa know the Italian thoroughly, but they rather associate themselves with the movement of the new literature in Croatia and Servia. The majority of the peasantry speak only Illyrian, and in the peninsula of Sabioncello there are landed proprietors of considerable wealth who know no other language but Illyrian. The official language of Dalmatia is Italian, but the Illyrian language is extending even into what has been hitherto the Italian, or, to speak more correctly, Roman-Dalmatian sphere. The whole population of Dalmatia is represented in the diet of Zara.

Dalmatia, of all the parts of the Austrian monarchy, appears to be the least attractive to strangers—

| | |
|---|---|
| Non-natives resident in Lower Austria are .. | 1 in 3 |
| In the Sulzkammergut .. .. .. .. | 1 „ 5 |
| Upper Austria .. .. .. .. | 1 „ 7 |
| Carinthia .. .. .. .. .. | 1 „ 8 |
| Styria .. .. .. .. .. | 1 „ 9 |
| Bohemia .. .. .. .. .. | 1 „ 9 |
| Trieste Government .. .. .. .. | 1 „ 11 |
| Moravia .. .. .. .. .. | 1 „ 12 |
| Tyrol .. .. .. .. .. | 1 „ 16 |
| Hungary .. .. .. .. .. | 1 „ 22 |
| Croatia .. .. .. .. .. | 1 „ 25 |
| Gallicia .. .. .. .. .. | 1 „ 30 |
| The Vognodina .. .. .. .. | 1 „ 35 |
| Transylvania .. .. .. .. .. | 1 „ 40 |
| The military frontier .. .. .. | 1 „ 53 |
| Dalmatia .. .. .. .. .. | 1 „ 59 |

*The Port.*—The port of Ragusa proper is very small; it lies to the south of the town, and is naturally protected from north, north-west, east, and north-east winds. It is also protected from southerly winds by a mole or dike of solid masonry. In strong southerly gales the Island of Calroma (or Lacroma) aids in protecting the harbour. But the port of Ragusa is only suitable for the coasting trade, and for vessels not exceeding 200 tons. It is very convenient for rapid loading and unloading, being separated from the principal piazza of the town by only the breadth of the city rampart, and is much used by the Neapolitan and Dalmatian small vessels which bring provisions from the opposite coast.

The real port of Ragusa is the excellent land-locked anchorage of Gravosa, situated a mile and-a-half to the north of the town, forming, with the fork of Ombla, a harbour capable of containing any amount of shipping that might visit the quarter. It is, without taking account of the fork of Ombla (a harbour unprovided with quays and stores), a mile and-a-quarter in length, and in breadth in the middle somewhat less than one-third of an English mile, or about 250 klafters of Vienna. There is a tidal difference of three feet in the height of the water; the depth of the anchorage being about 23 English feet in low water, and 26 in high water. At the narrow end of the gulf next Ragusa the depth is not

the fourth of this, and a dredging machine was for some time at work to deepen the upper end. The deep anchorage comprises all the middle and lower end of the gulf, and is fully three-fourths of an English mile in length, and one-fourth to one-third of a mile in breadth.

Excellent watering may be had at the head of the Ombla fork, where a large river of excellent fresh water gushes from the rock, and is supposed to be a continuation of one of the rivers that lose themselves in the abysses of the Herzegovina.

Gravosa was formerly free from fever, but, since the operation of dredging, tertian fevers have become common; but this is quite remediable by filling up the pools of half mud. In the middle and lower part of the harbour the sides are so steep as scarcely to leave room for houses and villas, much less for pools of water. All the English vessels loaded with coal cast anchor in Gravosa, not in the old port of Ragusa. On the east of the harbour is a landing mole or jetty sufficiently large for the present amount of trade.

*Communications.*—The communications consist of a macadamized caravan road to the Turkish frontier behind Ragusa; another macadamized carriage road along the coast northwards to Mitcarich, the last place on the Narenta, in the neighbourhood of Mostar, the capital of the Herzegovina. The road cut in the precipices of the coast to the southward goes no further than the Bridge of Breno, although the project was to extend it to Castel Nuovo on the Bocca di Cattaro. After the fatal year 1859 public works in this quarter were, in consequence of the financial difficulties, almost brought to a full stop.

The chief present communications are by the Lloyds' Company's steamers with Spalato, Zara, and Trieste, and on the other side with Cattaro, the Albanian ports, Corfu, and the Levant. Indeed, the chief feature of the Austrian trade in Gravosa is the import from Trieste by steam, chiefly through the Lloyd's steamers. This amounted in round numbers in—

| | £ | | £ |
|---|---|---|---|
| 1858 .. .. | 39,481 | 1860 .. .. | 74,646 |
| 1859 .. .. | 35,023 | 1861 .. .. | 62,636 |

The great project of the day is a railway from Brood, in Slavonia, to Seragivo, and thence to Spalato, thus connecting the coast of Dalmatia with the Hungarian lines. This is the plan of Signor Bigamenti, the podesta of Spalato, an intelligent and patriotic citizen of that place, who has got the splendid new theatre of that town erected by a company of his formation. The theatre has given his name a certain celebrity in Dalmatia, and his railway project is under examination at Vienna. But it is evident that a colossal work of this sort, traversing hundreds of miles, and tunnelled through towering limestone ridges, and requiring many millions sterling in the execution, cannot be exclusively bound up with Spalato, which will never furnish 1 per cent. of the capital required. The object is to open up the vast territorial and mineral wealth of Bosnia to the coast, which is no doubt most desirable. But a glance at the map suffices to show that the basin of the Narenta is the most natural avenue to the Adriatic, and that the railway once arrived at Mostar from the north, it would be absurd to make a demivolt to Spalato with an inferior port, when, by continuing the road to Gravosa, a better port, and situated much nearer the mouth of the Adriatic could be arrived at with the same expenditure. In this would lie a splendid futurity for Ragusa, and a considerable direct trade both in import and export (for all the transit duties have been taken off). But I have no faith in this magnificent project as a remunerating investment for capital, from the enormous tunnelling required, and the probable want of sufficient passenger traffic

during the first quarter of a century of the proposed railway's existence. But the benefit to Great Britain, to Turkey, and to Austria, would be incalculable if the mineral and agricultural wealth of Bosnia be taken into account. If I might venture on a prediction, I think it likely that the part between Brood and Seraievo, which is all in the valley and feasible, may be executed in our time, but that Spalato will long wait for a railway connection with Seraiveo.

*Shipping and Trade.*—The Tables of shipping at Ragusa and Gravosa will illustrate what has been previously said as to the sphere of utility of each port; that of Ragusa being chiefly for smacks and luggers, that of Gravosa for vessels of larger size. Thus Gravosa is almost exclusively the port for British ships.

The Table of exports and imports for 1857 has not been procurable here; the new method of tabulation having began with 1858, and the returns for 1862 not yet being made up by the department.

Foreign Ships Entering the Port of Gravosa during the Years 1858, 1859, 1860, and 1861.

| Flag. | 1858. | | 1859. | | 1860. | | 1861. | |
|---|---|---|---|---|---|---|---|---|
| | Ships. | Tons. | Ships. | Tons. | Ships. | Tons. | Ships. | Tons. |
| British .. .. .. | 11 | 3,861 | 2 | 694 | 5 | 1,241 | 7 | 1,797 |
| Maltese .. .. .. | 1 | 138 | .. | .. | .. | .. | .. | .. |
| Ionian .. .. .. | 11 | 325 | 8 | 151 | 3 | 43 | 5 | 203 |
| Neapolitan .. .. | 11 | 99 | 7 | 774 | 6 | 212 | 5 | 174 |
| Roman .. .. .. | .. | .. | 7 | 402 | 4 | 232 | 2 | 118 |
| Greek .. .. .. | 3 | 84 | 6 | 849 | 4 | 432 | 5 | 191 |
| Turkish .. .. .. | 27 | 1,024 | 5 | 228 | 5 | 921 | 10 | 2,772 |
| Russian .. .. .. | .. | .. | .. | .. | .. | .. | 1 | 281 |
| French .. .. .. | 1 | 430 | .. | .. | .. | .. | .. | .. |
| Sardinian .. .. | 1 | 124 | .. | .. | .. | .. | .. | .. |
| Total .. .. | 66 | 6,085 | 35 | 3,098 | 27 | 3,081 | 35 | 5,536 |

Foreign Ships entering the Port of Ragusa during the Years 1858, 1859, 1860, and 1861.

| Flag. | 1858. | | 1859. | | 1860. | | 1861. | |
|---|---|---|---|---|---|---|---|---|
| | Ships. | Tons. | Ships. | Tons. | Ships. | Tons. | Ships. | Tons. |
| British .. .. .. | .. | .. | .. | .. | 2 | 156 | 1 | 70 |
| Ionian .. .. .. | 38 | 651 | 72 | 1,262 | 34 | 571 | 21 | 441 |
| Neapolitan .. .. | 70 | 1,298 | 58 | 1,164 | 53 | 1,258 | 49 | 969 |
| Roman .. .. .. | 15 | 833 | 17 | 943 | 9 | 503 | 6 | 268 |
| Greek .. .. .. | 5 | 126 | 3 | 107 | 8 | 671 | 8 | 647 |
| Turkish .. .. .. | 24 | 381 | 35 | 545 | 15 | 995 | 8 | 2,542 |
| Belgian .. .. .. | .. | .. | .. | .. | 1 | 94 | .. | .. |
| Sardinian .. .. | .. | .. | .. | .. | .. | .. | 1 | 192 |
| Hanseatic .. .. | 1 | 195 | 1 | 148 | .. | .. | .. | .. |
| Dutch .. .. .. | 1 | 111 | .. | .. | .. | .. | .. | .. |
| Total .. .. | 154 | 3,595 | 186 | 4,169 | 122 | 4,248 | 94 | 5,129 |

Value of Imports and Exports at Gravosa during the Years 1858, 1859, 1860, 1861.

| From and To. | 1858. | | 1859. | | 1860. | | 1861. | |
|---|---|---|---|---|---|---|---|---|
| | Imports. | Exports. | Imports. | Exports. | Imports. | Exports. | Imports. | Exports. |
| | Florins. | Florins. | Florins. | Florins. | Florins. | Florins. | Florins. | Florins. |
| Great Britain .. .. .. .. | 76,431 | .. | 60,382 | .. | 78,290 | .. | 90,042 | .. |
| Malta .. .. .. .. .. | 160 | .. | .. | .. | .. | .. | .. | .. |
| Ionian Islands .. .. .. .. | 1,197 | 1,740 | 4,168 | 1,764 | .. | 756 | 813 | 3,112 |
| Naples .. .. .. .. .. | 650 | .. | 15 | 380 | 1,170 | .. | 2,406 | 3,112 |
| France .. .. .. .. .. | 3,557 | .. | .. | .. | .. | .. | .. | .. |
| Turkey .. .. .. .. .. | 73,927 | 3,785 | 98,786 | 20,559 | 59,312 | 5,120 | 28,128 | 10,719 |
| Greece .. .. .. .. .. | .. | 5,648 | .. | 5,724 | .. | 4,800 | 786 | .. |
| Roman States .. .. .. .. | .. | .. | 465 | 270 | 1,502 | .. | .. | .. |
| Russia .. .. .. .. .. | .. | .. | 23,250 | .. | | .. | 12,000 | .. |
| Total .. .. florins | 155,922 | 11,173 | 187,066 | 28,697 | 140,274 | 10,676 | 134,175 | 13,831 |
| Total .. .. £ | 15,592 | 1,117 | 18,707 | 2,870 | 14,027 | 1,068 | 13,418 | 1,383 |

Value of Imports and Exports at Ragusa during the Years 1858, 1859, 1860, 1861.

| From and To. | 1858. | | 1859. | | 1860. | | 1861. | |
|---|---|---|---|---|---|---|---|---|
| | Imports. | Exports. | Imports. | Exports. | Imports. | Exports. | Imports. | Exports. |
| | Florins. | Florins. | Florins. | Florins. | Florins. | Florins. | Florins. | Florins. |
| Great Britain .. .. .. .. | .. | 7,500 | .. | 11,175 | .. | 330 | .. | .. |
| Ionian Islands .. .. .. .. | 2,382 | 1,542 | 21,397 | 590 | 985 | .. | 828 | 254 |
| Naples .. .. .. .. .. | 32,782 | 2,051 | 19,819 | 6,509 | 19,222 | 1,670 | 44,319 | 6,792 |
| Turkey .. .. .. .. .. | 156,501 | 22,957 | 172,283 | 18,343 | 150,014 | 26,590 | 114,725 | 13,274 |
| Greece .. .. .. .. .. | 4,920 | 1,044 | 1,032 | .. | 1,540 | .. | 17,602 | .. |
| Roman States .. .. .. .. | 41,509 | 1,800 | 22,557 | 921 | 22,698 | 7,115 | 11,264 | 3,100 |
| Russia .. .. .. .. .. | .. | .. | .. | .. | 11,052 | .. | 9,788 | .. |
| Total .. .. florins | 238,100 | 36,894 | 237,088 | 37,538 | 205,511 | 35,705 | 198,526 | 23,420 |
| Total .. .. £ | 23,810 | 3,689 | 23,709 | 3,954 | 20,551 | 3,571 | 19,853 | 2,342 |

The Tables of imports and exports are fallacious, inasmuch as the amount of import by contraband is said considerably to exceed the amount in the official return of many of the principal articles (not, of course, of coal, the sole British import of any consequence; nor does this remark apply to the imports by the Lloyd's steamers). This extensive smuggling is not from a prohibitive tariff, for that of Dalmatia is very moderate compared with that of the rest of the empire, but from the geographical configuration of the country, which renders the collection of the revenue almost impossible, there being such an extent of sea coast and inland frontier scantily populated, and which cannot be guarded except at an enormous expense. To this must be added the circumstance of the existence of an amphibious class, half-fishermen half-peasants, in the islands and on the coast, accustomed from infancy to smuggle with skill and audacity.

The whole subject of duties is now under the consideration of the Diet and the Government of Zara, with a view to a total abolition of customs' duties, which, as a financial resource, are a failure in Dalmatia. According to the preliminary report of the provincial Junta the strictly prohibitive system of 1830 was modified in 1857, but the large extent to which smuggling is carried shows the tariff to be still too high. The nett annual product of Dalmatian customs is from 18,000*l.* to 20,000*l.* a-year; but customs' officers collect other taxes, therefore the abolition of all customs' duties, coast and frontier guard, would involve a loss to the general revenue of the empire of, in round numbers, 22,000*l.* a-year. By the abolition of costs of collection of customs and of coast-guard the state would save 11,000*l.* a-year, and thus reduce the absolute loss to only 11,000*l.* a-year, a most insignificant sum when we consider the elasticity of the customs' revenue of such an empire as Austria under a better system; for the whole revenue derived from the customs of an empire, counting 34,000,000 or 35,000,000 of people, does not reach 2,000,000*l.* sterling.

In order to make up the prospective deficiency of 11,000*l.* a-year, the Junta does not propose to increase the direct taxation which, since 1859, is already very heavy, but they offer to abandon the colonial privilege which Dalmatia has of seeing its chief products, wine, oil, and other articles admitted into Austria at reduced duties, which is now the case. Applying this to the British trade, the natural return cargo, olive oil, is forcibly diverted to Trieste and Venice, where it is admitted at half-duty; hence the necessity to seek return cargoes at Patras and Corfu. Thus the principal exports being forced into a particular groove, the prosperity of the admirable ports of Dalmatia has not fair play. The Dalmatian is the natural sailor of the Austrian Empire, and free trade in Dalmatia would be the great lever of the mercantile marine of the empire, which is the basis of all war-like marine. Even so far back as in 1847, when I was formerly in this country, the most intelligent financial functionaries were convinced of the advantage of making all Dalmatia a "free port," but the change would have made so many functionaries redundant that they were afraid to move the question not knowing how they might be personally situated after the change. But the report of the Provincial Junta cuts incisively into the thick of the question.

"At Trieste, and in the German provinces, articles of dress and furniture are produced cheaper because manual labour does not cost so much as in Dalmatia, where the dearness of living and dress does not allow the artizan, who may have a middling family, to live on the daily wage of from $1\frac{1}{2}$ to 2 paper florins (2*s.* 9*d.* to 3*s.* 8*d.* British money). But the great mistress of all political knowledge, Great Britain, has

taught us how a country where manual labour is dear, and where the expenses of production surpass those of rival countries, can compete with the latter."

"It is sufficient for a moment to reflect on the futurity of Dalmatia as a free port ("porto franco," *i, e.*, paying no customs' duties), and one foresees a double current from Turkey to the sea, and from the sea to Turkey, and, as a result of competition, the greatest cheapness and the greatest advantage to the consumer."

In these views I fully concur; but it appears that the majority of the Provincial Diet of Dalmatia, at Zara, in which the local wine and olive interest predominates, wishes the Dalmatian tariff to remain as it is with regard to the foreign trade, but that Austrian manufactures should be admitted duty free into Dalmatia, and Dalmatian wines and oils should be duty free in Austria. No doubt that the manufacturers of Austria would be pleased with this arrangement, which would exclude all foreign competition. But as this would retain the expensive coast and frontier guard, and create a large deficit both in the Austrian and Dalmatian customs' revenue, the plan of the Provincial Junta seems to me to be based on much sounder economical principles, and on a better appreciation of the geographical peculiarities of the province in relation to trade and revenue. The report of the Junta emanated from the intelligence and experience of Dalmatia; the proceedings of the Diet from vested interests seeking their advantage in the exploded theory of protection.

Formerly considerable caravans used to arrive in Ragusa from Bosnia, but these now all abut on Spalato and Metconich, and partly through Southern Herzegovina on Riggano on the Bocca di Cattaro. At the present time the trading community here, despairing of ever seeing the too magnificient project of a railway across Bosnia realised, limit their desires to the more practical project of a good macadamized road from Ragusa by Trebique, Gatzko, Fatcha, and the Upper Drino to Uschitza in Servia. This road, following the natural direction of the valleys, would not be attended with great expense in construction, and would be obviously most beneficial to both this port and the interior.

Ragusa, March 1863.

## VENICE.

*Report by Mr. Consul-General Perry on the Trade of Venice for the year 1862.*

*British Shipping.*—The annexed return of the number of British ships and tonnage arrived at this port during the year, compared with that of the year 1861, shows an increase of 20 vessels and 17,424 tons. This augmentation results principally from the larger number of steamers belonging to the London, and to the Liverpool, Mediterranean, and Adriatic Lines, which have touched at this port, and from an increase of five vessels with cured fish from Cornwall and Yarmouth, and seven with coals.

| Years. | Screw Steamers. | | | | Sailing Vessels. | | | Total. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Vessels. | Tons. | Crew. | H.P. | Vessels. | Tons. | Crew. | Vessels. | Tons. | Crew. | H.P. |
| 1859 .. | 19 | 14,053 | 625 | 3,237 | 49 | 10,338 | 357 | 68 | 24,391 | 982 | 3,237 |
| 1860 .. | 22 | 19,014 | 817 | 4,639 | 42 | 9,014 | 396 | 64 | 28,028 | 1,210 | 4,639 |
| 1861 .. | 32 | 24,863 | 856 | 5,303 | 24 | 5,052 | 229 | 56 | 20,915 | 1,085 | 5,303 |
| 1862 .. | 40 | 38.860 | 1,570 | 7,724 | 36 | 8,479 | 370 | 76 | 47,339 | 1,940 | 7,724 |

*Foreign Shipping and Coasting Trade.*—The total number of ships under all flags which entered this port (exclusive of the coasters) has likewise been larger than during 1861, as specified in the following table:—

| | Vessels. | Tons. | Crews. |
|---|---|---|---|
| 1859 .. .. .. .. | 688 | 154,790 | 7,056 |
| 1860 .. .. .. .. | 615 | 138,673 | 6,492 |
| 1861 .. .. .. .. | 548 | 117,346 | 5,138 |
| 1862 .. .. .. .. | 569 | 140,357 | 6,272 |

There would have been a decrease, however, instead of an increase, had not the deficiency of the maize crop in this country caused larger importations from the Danube than usual.

The return of the coasting trade, which includes the Austrian Lloyd's steamers, plying between this port and that of Trieste, and the shipping belonging to the coasting trade of the Italian provinces in the Adriatic, formerly part of the Pontificial States, shows a notable diminution, compared with that of 1861.

| | Entered. | | Cleared. | |
|---|---|---|---|---|
| | Vessels. | Tons. | Vessels. | Tons. |
| 1859 .. .. | 3,869 | 361,406 | 3,769 | 353,028 |
| 1860 .. .. | 3,619 | 296,002 | 3,622 | 297,879 |
| 1861 .. .. | 3,223 | 254,720 | 3,156 | 250,337 |
| 1862 .. .. | 2,813 | 193,290 | 2,793 | 193,738 |

The shipping interest in Austria has suffered from the general depression of trade. The annexed return of the Austrian mercantile navy at the end of the year shows a decrease of 11,215 tons compared with 1861.

| Years. | Steamers. | | | | Sailing Vessels. | | | Tons. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Vessels. | Tons. | Crew. | H.P. | Vessels. | Tons. | Crew. | Vessels. | Tons. | Crew. | H.P. |
| 1861 | 59 | 21,338 | 1,701 | 11,570 | 9,743 | 320,807 | 33,016 | 9,802 | 342,145 | 34,717 | 11,570 |
| 1862 | 59 | 21,368 | 1,699 | 11,570 | 9,001 | 309,562 | 32,142 | 9,060 | 330,930 | 33,841 | 11,570 |
| Difference less on 31st December, 1862 .. | | | | | | | | 742 | 11,215 | 876 | — |

No further progress has been made in the excavation of the new direct canal from the port of Malamocco to Venice.

*Trade and Commerce.*—Market value of merchandize imported and exported at the port of Venice, in the years 1861 and 1862, as follows :—

| Description of Merchandize. | Imported. | | | |
|---|---|---|---|---|
| | 1862. | 1861. | 1862. | |
| | | | Plus. | Minus. |
| | £ | £ | £ | |
| Animals for slaughter, meat, &c. .. | 38,550 | 58,199 | — | 19,649 |
| Cheese .. .. .. .. .. | 14,721 | 15,102 | — | 381 |
| Hides and skins .. .. .. .. | 39,459 | 71,850 | — | 32,391 |
| Cattle, bones, and hoofs .. .. | 1,458 | 1,343 | 115 | — |
| Wax .. .. .. .. .. | 27,461 | 39,577 | — | 12,116 |
| Fish, cured and fresh .. .. .. | 86,815 | 71,606 | 15,209 | — |
| Oils .. .. .. .. .. | 555,443 | 531,877 | 23,566 | — |
| Soap .. .. .. .. .. | 17,563 | 25,289 | — | 7,726 |
| Cereals .. .. .. .. .. | 367,644 | 264,172 | 103,472 | — |
| Oleagenous seeds .. .. .. | 38,826 | 35,806 | 3,020 | — |
| Colonials and drugs .. .. .. | 584,010 | 579,810 | 4,200 | — |
| Wine and spirits .. .. .. | 268,060 | 271,927 | — | 3,867 |
| Fruit, fresh and dried .. .. .. | 98,065 | 125,132 | — | 27,067 |
| Medicinals .. .. .. .. | 71,073 | 122,473 | — | 51,400 |
| Colours, dye-woods, &c. .. .. | 23,752 | 38,425 | — | 14,673 |
| Silkworms' eggs .. .. .. .. | 84,600 | 99,945 | — | 15,345 |
| Silk, raw, waste, and cocoons .. .. | 69,927 | 112,154 | — | 42,227 |
| Wool .. .. .. .. .. | 60,800 | 79,569 | — | 18,769 |
| Hemp .. .. .. .. .. | 4,205 | 1,465 | 2,740 | — |
| Cotton .. .. .. .. .. | 43,855 | 84,480 | — | 40,625 |
| Other weaving materials .. .. | 124 | 3,159 | — | 3,035 |
| Textiles and twists .. .. .. | 231,578 | 276,815 | — | 45,237 |
| Paper, books, and prints .. .. | 8,249 | 10,207 | — | 1,958 |
| Glass beads and glass .. .. .. | 23,873 | 67,214 | — | 43,341 |
| Hardware, earthenware, and jewellery .. | 47,145 | 52,964 | — | 5,819 |
| Metals .. .. .. .. .. | 131,063 | 436,477 | — | 305,414 |
| Coal and other fuel .. .. .. | 154,237 | 190,556 | — | 36,319 |
| Rough timber .. .. .. .. | 4,303 | 7,428 | — | 3,125 |
| Wood work .. .. .. .. | 5,443 | 8,017 | — | 2,574 |
| Tobacco .. .. .. .. .. | 5,889 | 29,739 | — | 23,850 |
| Salt .. .. .. .. .. | 2,336 | 19,725 | — | 17,389 |
| Bricks, stone, mortar, and earth .. | 121,394 | 120,715 | 679 | — |
| Sundries .. .. .. .. .. | 104,073 | 61,301 | 42,772 | — |
| Total .. .. .. | 3,335,994 | 3,914,518 | — | 578,524 |

| Description of Merchandize. | Exported. | | | |
|---|---|---|---|---|
| | 1862. | 1861. | 1862. | |
| | | | Plus. | Minus. |
| | £ | £ | £ | £ |
| Animals for slaughter, meat, &c. .. | 10,795 | 8,871 | 1,924 | — |
| Cheese .. .. .. .. .. | 12,525 | 14,622 | — | 2,097 |
| Hides and skins .. .. .. .. | 20,959 | 14,826 | 6,133 | — |
| Cattle, bones, and hoofs .. .. | 4,887 | 3,322 | 1,565 | — |
| Wax .. .. .. .. .. | 18,507 | 20,802 | — | 2,295 |
| Fish, cured and fresh .. .. .. | 15,043 | 8,120 | 6,923 | — |
| Oils .. .. .. .. .. | 4,420 | 6,907 | — | 2,487 |
| Soap .. .. .. .. .. | 2,457 | 2,426 | 31 | — |
| Cereals .. .. .. .. .. | 198,239 | 467,297 | — | 269,058 |
| Oleagenous seeds .. .. .. | 8,057 | 2,106 | 5,951 | — |
| Colonials and drugs .. .. .. | 7,934 | 7,797 | 137 | — |
| Wine and spirits .. .. .. | 8,063 | 12,589 | — | 4,526 |
| Fruit, fresh and dried .. .. .. | 8,306 | 10,237 | — | 1,931 |
| Medicinals .. .. .. .. | 12,800 | 19,236 | — | 6,436 |
| Colours, dye-woods, &c. .. .. | 22,626 | 58,344 | — | 35,718 |
| Silkworms' eggs .. .. .. .. | 3,300 | 690 | 2,610 | — |
| Silk, raw, waste, and cocoons .. .. | 1,949 | 537 | 1,412 | — |
| Wool .. .. .. .. .. | 8,703 | 4,915 | 3,788 | — |
| Hemp .. .. .. .. .. | 250,566 | 98,378 | 152,188 | — |
| Cotton .. .. .. .. .. | 84 | 802 | — | 718 |
| Other weaving materials .. .. | 11,557 | 18,027 | — | 6,470 |
| Textiles and twists .. .. .. | 124,430 | 180,500 | — | 56,070 |
| Paper, books, and prints .. .. | 49,032 | 39,797 | 9,235 | — |
| Glass beads and glass .. .. .. | 196,442 | 199,642 | — | 3,200 |
| Hardware, earthenware, and jewellery.. | 15,905 | 33,830 | — | 17,925 |
| Metals .. .. .. .. .. | 51,726 | 226,655 | — | 174,929 |
| Coals and other fuel .. .. .. | 4,814 | 2,697 | 2,117 | — |
| Rough timber .. .. .. .. | 108,010 | 114,668 | — | 6,658 |
| Wood work .. .. .. .. | 5,292 | 8,544 | — | 3,252 |
| Tobacco .. .. .. .. .. | 5,286 | 26,447 | — | 21,161 |
| Sat .. .. .. .. .. | 2,530 | 1,510 | 1,020 | — |
| Bricks, stone, mortar, and earth .. | 10,600 | 17,422 | — | 6,822 |
| Sundries .. .. .. .. .. | 88,678 | 65,687 | 22,991 | — |
| Total .. .. .. | 1,294,521 | 1,698,250 | — | 403,729 |

The foregoing return obtained from the Chamber of Commerce, shows that the trade of this free port has suffered a further diminution during 1862, of 578,524*l.* in imports, and 403,729*l.* in exports, notwithstanding an increase in the importation of corn to the extent of 103,472*l.*, in consequence of the partial failure of the maize crop in Venetia, and of an increase in the exportation of hemp for 152,188*l.*

The articles of imports in which the greatest deficit has occurred, are :—Metals, textiles, glass, silk, medicinals, hides and skins, and tobacco. And of exports :—Metals, textiles, cereals, colours, and tobacco.

The small increase in importation of colonials arises from a larger quantity of crushed sugar received from Holland, and mostly smuggled into the provinces.

In the above return, raw silk, the produce of Venetia and the Italian Tyrol, is not included, as the exportation of it is made overland. The average cost of the silk this season to spinners is calculated to be from 1*l.* 6*s.* 3*d.* to 1*l.* 7*s.* 6*d.* per lb., English, according to quality.

Also a large portion of the timber for railway sleepers contracted for with the Italian Railway Companies, is exported by river and canal communication, and, therefore, not included in the foregoing return.

*Direct Trade with the United Kingdom.*—Return of the market value

of import and export trade with Great Britain at the port of Venice, during the year 1862, compared with 1861.

| Description of Merchandize. | Imports. | | | |
|---|---|---|---|---|
| | 1862. | 1861. | 1862. | |
| | | | Plus. | Minus. |
| | £ | £ | £ | £ |
| Coffee and cocoa | 7,572 | 20,724 | — | 13,152 |
| Cereals | — | 685 | — | 685 |
| Cotton | 22,309 | 58,421 | — | 36,112 |
| Drugs | 27 | 1,451 | — | 1,424 |
| Metals | 36,457 | 240,097 | — | 203,640 |
| Cheese | 4 | 26 | — | 22 |
| Pitch, tar, and resin | 496 | 973 | — | 473 |
| Coals | 70,466 | 67,938 | 2,528 | — |
| Wool | — | 42 | — | 42 |
| Red herrings and pilchards in pickle | 23,482 | 13,804 | 9,678 | — |
| Hides and skins | 2,733 | 3,872 | — | 1,139 |
| Hardware, earthenware, and jewellery | 25,318 | 20,188 | 5,130 | — |
| Sugar | 518 | 1,215 | — | 697 |
| Manufactures and twists | 56,142 | 65,260 | — | 9,118 |
| Glass and crystal | 659 | 4,393 | — | 3,734 |
| Wine and spirits | 3,161 | 2,099 | 962 | — |
| Dried fruit | 20,848 | 66,836 | — | 45,988 |
| Sundries | — | 99 | — | 99 |
| Total | 270,092 | 568,123 | — | 298,031 |

| Description of Merchandize. | Exports. | | | |
|---|---|---|---|---|
| | 1862. | 1861. | 1862. | |
| | | | Plus. | Minus. |
| | £ | £ | £ | £ |
| Oak-sided timber and walnut planks | 3,835 | 641 | 3,194 | — |
| Cereals | 49,707 | 187,369 | — | 137,662 |
| Hemp | 222,094 | 71,846 | 150,248 | — |
| Metals | 29 | 7 | 22 | — |
| Colour and colouring materials | 2,878 | 2,519 | 359 | — |
| Wool | 3,362 | 241 | 3,121 | — |
| Paper | 8 | 458 | — | 450 |
| Hides and skins | 510 | 586 | — | 76 |
| Hardware, earthenware, and jewellery | 140 | 108 | 32 | — |
| Manufactures and twists | 725 | 1,090 | — | 365 |
| Glass beads | 136,044 | 126,313 | 9,731 | — |
| Glass and crystals | 44 | 492 | — | 448 |
| Tanning materials | 2,088 | 2,676 | — | 588 |
| Cattle bones | 4,851 | 3,202 | 1,649 | — |
| Dried fruit | — | 1,032 | — | 1,032 |
| Sundries | 21,183 | 18,508 | 2,675 | — |
| Total | 447,498 | 417,088 | 30,010 | — |

The very great falling off in the imports from Great Britain during the year, has occurred chiefly in bar and rail iron, cotton, coffee, drugs and manufactures. Hardware and earthenware, cured fish and coals, show some increase. The importation of the former consisted of 10,276 barrels of red herrings from Yarmouth, and 2,740 hogsheads of pilchards in pickle, from Cornwall, and of the latter, about 35,000 tons, received mostly for the supply of the gas works here, in the chief towns in Venetia, and in Bologna, wither the coals are forwarded by canal to Ferrara, and thence by rail.

The increase in the total amount of exports arises chiefly from large quantities of hemp shipped, owing to the scarcity and high price of cotton having caused an increased demand for every other spinning material, and prices, which opened at the beginning of the season at 37*l.* to 40*l.* per ton, according to quality, advanced subsequently fully 3*l.* per ton.

There is some increase also in wool, glass beads, cattle bones, and timber, and walnut planks.

The comparatively few shipments during the year of wheat, barley, and maize, were mostly made on account of the grain merchants here, induced by the low freights of 2*s.* to 3*s.* per quarter, at which they were able to ship per London and Liverpool steamers.

The average prices of corn and grain during the year, have been :—

| | | £ | *s.* | *d.* | |
|---|---|---|---|---|---|
| Wheat, | native | 2 | 5 | 0 | Per imperial quarter, free on board. |
| „ | foreign | 2 | 6 | 6 | |
| Maize, | native | 1 | 18 | 9 | |
| „ | foreign | 1 | 9 | 3 | |
| Barley, | native | 1 | 2 | 9 | |
| „ | foreign | 1 | 9 | 3 | |
| Rye, | native | 1 | 2 | 0 | |
| „ | foreign | 1 | 0 | 6 | |
| Oats, | native | 0 | 16 | 6 | |
| „ | foreign | 0 | 16 | 3 | |

Monthly rates of Exchange on London—1862.

| January. | A. fl. sols | February. | A. fl. sols |
|---|---|---|---|
| 1 to 12 | 101 20 | 1 to 11 | 100 80 |
| 13 „ 21 | 101 10 | 12 „ 25 | 100 90 |
| 22 „ 29 | 101 00 | 26 „ 29 | 100 80 |
| 30 „ 31 | 100 90 | | |
| per £10 sterling. | | per £10 sterling. | |

| March. | A. fl. sols | April. | A. fl. sols |
|---|---|---|---|
| 1 to 11 | 100 80 | 1 to 3 | 101 10 |
| 12 „ 25 | 100 90 | 4 „ 6 | 101 20 |
| 26 „ 31 | 101 00 | 7 „ 9 | 101 30 |
| | | 10 „ 27 | 101 40 |
| | | 28 „ 30 | 101 30 |
| per £10 sterling. | | per £10 sterling. | |

| May. | A. fl. sols | June. | A. fl. sols |
|---|---|---|---|
| 1 to 11 | 101 30 | 1 to 2 | 101 40 |
| 12 „ 13 | 101 40 | 3 „ 5 | 101 30 |
| 14 „ 29 | 101 50 | 6 „ 10 | 101 20 |
| 30 „ 31 | 101 40 | 11 „ 30 | 101 00 |
| per £10 sterling. | | per £10 sterling. | |

| July. | A. fl. sols | August. | A. fl. sols |
|---|---|---|---|
| 1 to 3 | 101 20 | 1 to 3 | 101 50 |
| 4 „ 9 | 101 30 | 4 „ 5 | 101 60 |
| 10 „ 11 | 101 40 | 6 „ 10 | 101 70 |
| 12 „ 15 | 101 50 | 11 „ 20 | 101 80 |
| 16 „ 28 | 101 60 | 21 „ 31 | 101 70 |
| 29 „ 31 | 101 70 | | |
| per £10 sterling. | | per £10 sterling. | |

Monthly rate of Exchange on London—1862—*continued.*

| September. | | October. | |
|---|---|---|---|
| | A. fl. sols | | A. fl. sols |
| 1 to 9 .. .. .. | 101 70 | 1 to 2 .. .. .. | 101 25 |
| 10 „ 12 .. .. .. | 101 60 | 3 „ 8 .. .. .. | 101 20 |
| 13 „ 15 .. .. .. | 101 50 | 9 „ 13 .. .. .. | 101 00 |
| 16 „ 18 .. .. .. | 101 60 | 14 „ 16 .. .. .. | 100 90 |
| 19 „ 22 .. .. .. | 101 50 | 17 „ 31 .. .. .. | 100 80 |
| 23 „ 30 .. .. .. | 101 40 | | |
| per £10 sterling. | | per £10 sterling. | |

| November. | | December. | |
|---|---|---|---|
| | A. fl. sols | | A. fl. sols |
| 1 to 30 .. .. .. | 100 90 | 1 to 9 .. .. .. | 100 90 |
| | | 10 „ 16 .. .. .. | 101 00 |
| | | 17 „ 31 .. .. .. | 101 10 |
| per £10 sterling. | | per £10 sterling. | |

*Weights and Measures.*—The English cwt. is equal to 90¾lbs. of Vienna ("funti"), but in commercial calculations it is generally considered as 90½lbs. of Vienna. There are also the Venetian pound "grossa" and pound "settile," 12 of the former being equal to 19 of the latter, and the English cwt. equal to 106lb. "grossi," or 168lb. "sottili."

Corn is measured by the stajo, 348 of which are 100 Imperial quarters.

*Agriculture.—Wheat.*—In the early part of May the very favourable appearance, of growing crop afforded hopes of a most abundant harvest, and prices declined nearly 7*s.* per quarter, but at the end of the month, reports of injury sustained from blight (attributed by many to a disease similar to that from which the potatoe plant has suffered for so many years) caused prices to advance to previous rates. Whatever may have been the cause, the crop suffered severely, the grain withered in the ear, and the yield, although not very deficient, was mostly of light and inferior quality.

*Maize.*—The crop in the Venetian provinces having, in consequence of the draught, proved very scarce, not more than ⅔ of an average crop, large quantities were required to be imported from the Danube and Black Sea, to meet the deficiency.

*Vintage.*—The use of sulphur as a preventive of the disease in the vine has been almost generally adopted throughout the Venetian provinces with success, the vintage having proved on the whole a good one, though not so abundant or of equal quality to those previous to the appearance of the disease.

*Silk.*—The crop in Venetia and the Italian Tyrol resulted about the third of an average crop, as last year, and of very variable quality from the great variety of foreign silk worm's eggs, imported to supply the deficiency caused by the still prevailing disease.

*Hemp.*—Although almost entirely grown in the neighbouring provinces of Ferrara and Bologna, is brought to a large extent to Venice by canal navigation (as the nearest port for shipment) and forms so important an item in the exports of this port that some accounts of the crop may be permitted in this report.

The crop in Romagna had a very favourable appearance in the months of May and June, and although it suffered after from storms, was not deficient in quantity, the total production of the provinces of Ferrari, Bologna, and Cento, being estimated at 70 millions of Ferrari pounds, or about 24,000 tons, but the quality in some parts of the province of

Ferrara was not so good as usual, being harsh in fibre and of bad colour, and consequently unfit to be used by spinners as a substitute for flax. This, however, has not been the case with the hemp grown in the provinces of Cento and Bologna.

*General Observations.*—To the causes to which I referred in my report of last year as to the failing trade of Venice, may be added the greatly increasing rate of taxation. In reference to this subject I beg to remark that the Chamber of Commerce has made a report to the Minister of Finance, pointing out that the heavy taxation and the arbitrary and vexatious manner in which the income tax is applied to the commercial class is daily driving capital and trade out of the country.

Very little progress has been made during the year, in the much desired railway extensions between Padua and Ferrari, and Botzen to Innspruck, the completion of which would be of very great advantage to the commerce of this port.

Venice, June 13, 1863.

# BELGIUM.

## ANTWERP.

*Report by Mr. Consul Grattan on the Trade of Antwerp for the years* 1860 *and* 1861.

The trade of Antwerp during the years 1860 and 1861 offers favourable results when compared with the period of depression which followed the commercial crisis in 1857. A renewed impulse was given to various branches of business, and the deficient harvests of the two years in question, which necessitated large importations of foreign grain into Belgium, imparted an unusual importance to Antwerp as a market for agricultural produce. The active grain trade, derived chiefly from the Baltic and from the Black Sea, as well as the rise in the prices of cotton and other North American products, resulting from the civil war in the United States, produced large profits to speculators in those branches of trade. Some compensation has thus been afforded to the commerce of Antwerp for the serious losses incurred during previous years, while it must at the same time be admitted that the recent period of prosperity has arisen in some degree from adventitious causes and has failed to give entire satisfaction to the commercial community.

An undefined feeling of anxiety arising out of political circumstances, added to certain important local causes of discontent, appear to exert a depressing influence upon trade and the spirit of enterprize generally. The statistical returns of the port show however, taken collectively, a sufficient progress to disprove the notion which has been extensively circulated, that the trade of Antwerp was seriously falling off, or that the prosperity of the place as a maritime port was materially compromised.

I proceed to furnish some details respecting the navigation and commerce of the port during the years 1860 and 1861 :—

*Shipping and Navigation.*

Arrivals.

| 1860 | | 1861 | |
|---|---|---|---|
| Vessels | Tons | Vessels | Tons |
| 2,568 | 546,444 | 2,778 | 638,638 |
| Average tonnage.. | 213 | Average tonnage.. | 230 |
| British | | British | |
| Vessels | Tons | Vessels | Tons |
| 733 | 182,315 | 821 | 196,056 |
| Average tonnage.. | 249 | Average tonnage.. | 239 |

Whence arrived.

| Countries | 1860 | 1861 | Countries | 1860 | 1861 |
|---|---|---|---|---|---|
| Great Britain..... | 713 | 694 | Brazils..... | 36 | 39 |
| America ..... | 64 | 100 | River Plate..... | 102 | 106 |
| France..... | 105 | 99 | East Indies..... | 16 | 38 |
| North of Europe .... | 1,015 | 1,139 | Mediterranean ..... | 51 | 91 |
| Spain..... | 194 | 116 | Other places..... | 123 | 129 |
| Turkey and Black Sea | 149 | 227 | | | |

DEPARTURES.

| 1860 | | | 1861 | | |
|---|---|---|---|---|---|
| With Cargoes | In Ballast | Total | With Cargoes | In Ballast | Total |
| 1,851 | 885 | 2,736 | 1,583 | 1,203 | 2,786 |

British

| 1860 | | | 1861 | | |
|---|---|---|---|---|---|
| With Cargoes | In Ballast | Total | With Cargoes | In Ballast | Total |
| 631 | 135 | 766 | 599 | 230 | 829 |

*Trade and Commerce.*—The following table exhibits a comparative view of the principal articles of import and export at Antwerp for the years 1860 and 1861:—

IMPORTS.

| Articles | | 1860 | 1861 |
|---|---|---|---|
| Coffee | Kilogrammes | 7,578,188 | 17,915,966 |
| Coals | „ | 11,079,690 | 7,174,933 |
| Cotton | „ | 11,095,817 | 9,390,421 |
| Guano | „ | 61,193,185 | 46,945,120 |
| Copper, Manufactures of | Francs | 305,426 | 57,873 |
| Iron, Manufactures of | Kilogrammes | 87,367 | 70,225 |
| Seeds, Oleaginous | „ | 51,272,555 | 23,265,408 |
| Wheat | „ | 59,207,045 | 108,018,105 |
| Rye | „ | 43,435,475 | 34,265,287 |
| Wool | „ | 10,369,628 | 15,225,116 |
| Machinery | „ | 927,619 | 1,374,179 |
| | Francs | 20,663 | 20,503 |
| Metals and Minerals | Kilogrammes | 38,405,984 | 33,472,761 |
| Pottery and Porcelain | „ | 145,889 | 138,678 |
| | Francs | 6,408 | .. |
| Hides, Raw | Kilogrammes | 18,405,147 | 12,703,157 |
| Hides, Tanned and prepared | „ | 182,554 | 196,479 |
| Fish | „ | 2,963,620 | 3,513,389 |
| Saltpetre | „ | 678,118 | 1,525,547 |
| Salt | „ | 4,214,735 | 3,688,370 |
| Silk, Manufactures of | „ | 20,222 | 13,343 |
| Sugar | „ | 11,056,191 | 22,747,129 |
| Tobacco, Unmanufactured | „ | 4,718,056 | 4,208,464 |
| Tobacco, Cigars | „ | 43,151 | 30,551 |
| Dye Stuffs | „ | 1,935,256 | 2,448,559 |
| Cotton, Manufactures of | „ | 89,523 | 50,825 |
| Wool, „ „ | „ | 197,681 | 153,545 |
| Linen, „ „ | „ | 47,533 | 66,258 |
| Wine | Hectolitres | 27,690 | .. |

EXPORTS.

| Articles | | 1860 | 1861 |
|---|---|---|---|
| Butter | Kilogrammes | 480,836 | 139,783 |
| Coals | „ | 7,258,019 | 10,632,677 |
| Chicory | „ | 422,366 | 690,095 |
| Pyrites | „ | 14,851,990 | 9,747,961 |
| Iron | „ | 49,867,602 | 35,719,573 |
| Iron, Manufactures of | „ | 1,343,399 | 536,759 |
| Hops | „ | 381,912 | 939,310 |

EXPORTS—*continued.*

| Articles | | 1860 | 1861 |
|---|---|---|---|
| Breadstuffs | Kilogrammes | 3,381,122 | 4,841,992 |
| Wool (Native) | „ | 1,602,447 | 1,619,147 |
| Machinery | „ | 6,960,104 | 8,977,708 |
| Arms | „ | 2,220,078 | 3,352,410 |
| Eggs | | 5,799,567 | 5,706,500 |
| Paper | Francs | 4,660,853 | 5,295,948 |
| Lead | Kilogrammes | 3,816,379 | 2,175,260 |
| Cotton, Manufactures of | „ | 1,511,680 | 1,173,182 |
| Wool, „ „ | „ | 658,000 | 410,948 |
| Linen, „ „ | „ | 1,214,848 | 1,316,426 |
| Glass, Plate | Francs | 962,388 | 848,956 |
| Glass, Manufactures of | Kilogrammes | 15,060,734 | 8,966,052 |
| Zinc | „ | 9,141,796 | 6,473,764 |
| Flax | „ | 6,501,169 | 5,673,163 |
| Fruit | „ | 7,858,470 | 7,770,406 |

The chief articles of import and export between Great Britain and Belgium are specified in the following table:—

IMPORTS FROM GREAT BRITAIN INTO ANTWERP.

| Articles | | 1860 | 1861 |
|---|---|---|---|
| Steel | Kilogrammes | 1,116,085 | 1,247,154 |
| Steel, Manufactures of | „ | 144,318 | 159,380 |
| Coals | „ | 10,949,335 | 5,584,122 |
| Cotton | „ | 4,442,118 | 3,969,205 |
| Copper | „ | 635,425 | 754,373 |
| Copper, Manufactures of | Francs | 292,905 | 48,017 |
| Iron | Kilogrammes | 784,538 | 862,257 |
| Iron, Manufactures of | „ | 53,334 | 43,475 |
| Yarn, Cotton | „ | 209,859 | 220,157 |
| Yarn, Flax | „ | 142,552 | 246,929 |
| Seeds, Oleaginous | „ | 5,692,097 | 453,178 |
| Wheat | „ | 2,762,627 | 5,752,934 |
| Barley, Peas, &c. | „ | 47,497 | 1,024,101 |
| Wool | „ | 2,920,670 | 3,803,247 |
| Machinery | „ | 901,315 | 1,342,367 |
| Metals and Minerals | „ | 5,508,071 | 8,748,639 |
| Crockery | „ | 75,558 | 54,085 |
| Hides, Raw | „ | 2,853,233 | 2,253,344 |
| Hides, Tanned and prepared | „ | 175,084 | 193,897 |
| Saltpetre | „ | 192,186 | 531,898 |
| Salt | „ | 3,612,535 | 3,688,370 |
| Cotton, Manufactures of | „ | 85,470 | 45,790 |
| Wool, „ „ | „ | 192,191 | 147,219 |

EXPORTS FROM ANTWERP TO GREAT BRITAIN.

| Articles | | 1860 | 1861 |
|---|---|---|---|
| Butter | Kilogrammes | 479,993 | 139,155 |
| Chicory | „ | 157,165 | 603,895 |
| Bark | „ | 2,954,700 | 2,055,940 |
| Pyrites | „ | 14,401,990 | 8,797,961 |
| Flax | „ | 5,997,948 | 5,206,080 |
| Woollen Yarn | „ | 1,362,231 | 252,446 |
| Fruit | „ | 7,858,076 | 7,763,176 |
| Seeds | „ | 1,088,893 | 926,033 |
| Hops | „ | 247,724 | 856,154 |
| Metals and Minerals | „ | 1,128,476 | 1,543,493 |
| Eggs | | 5,799,567 | 5,706,500 |

EXPORTS FROM ANTWERP TO GREAT BRITAIN—*continued.*

| Articles | 1860 | 1861 |
|---|---|---|
| Potatoes.....Hectolitres | 52,419 | 5,870 |
| Wool, Manufactures of.....Kilogrammes | 497,917 | 287,222 |
| Cotton, „ „ ..... „ | 86,565 | 32,203 |
| Glass, Plate.....Francs | 535,402 | 522,153 |
| Glass, Manufactures of.....Kilogrammes | 2,158,623 | 1,991,784 |

TRANSIT TRADE.

| Articles | 1860 | 1861 |
|---|---|---|
| Articles estimated according to weight.....Kilogrammes | 79,985,500 | 107,225,642 |
| Articles estimated according to value.....Francs | 2,878,800 | 2,528,758 |
| Articles estimated according to measurement, Cubic Metres | 9,518 | 7,148 |
| Liquids .....Hectolitres | 8,323 | 9,502 |

*Agriculture.*—The following tables exhibit the amount of flour and grain imported into, and exported from, Belgium during the years 1860 and 1861 :—

IMPORTED.

| Articles | 1860 | | 1861 | |
|---|---|---|---|---|
| | Hectolitres | Quarters | Hectolitres | Quarters |
| Wheat..... | 1,447,545 | 490,153 | 1,848,533 | 637,425 |
| Rye ..... | 828,134 | 285,563 | 445,921 | 153,766 |
| Oats..... | 264,509 | 91,210 | 386,611 | 133,314 |
| Buckwheat ..... | 18,367 | 6,333 | 8,074 | 2,784 |
| Maize..... | 1,239 | 427 | 7,446 | 2,567 |
| Barley ..... | 894,191 | 308,342 | 872,823 | 300,973 |
| Peas, Lentils, Beans, and Tares ... | 42,556 | 14,675 | 85,870 | 29,610 |
| Flour..... | 283,118 | 97,627 | 274,131 | 94,528 |
| Totals..... | 3,779,659 | 1,303,330 | 3,929,409 | 1,354,967 |

EXPORTED.

| Articles | 1860 | | 1861 | |
|---|---|---|---|---|
| | Hectolitres | Quarters | Hectolitres | Quarters |
| Wheat..... | 32,832 | 11,321 | 83,735 | 28,874 |
| Rye ..... | 25,739 | 8,875 | 66,299 | 22,862 |
| Oats..... | 34,888 | 12,030 | 55,269 | 19,058 |
| Buckwheat ..... | 5,204 | 1,795 | 3,903 | 1,346 |
| Barley..... | 20,965 | 7,229 | 27,884 | 9,615 |
| Peas, Lentils, Beans, &c..... | 32,326 | 11,147 | 4,715 | 1,626 |
| Flour..... | 28,326 | 9,768 | 44,983 | 15,512 |
| Totals..... | 180,280 | 62,165 | 286,788 | 98,893 |

And the following official return in the production of corn in Belgium is subjoined :—

| Articles | 1846 | Average of 1850, 1851, and 1852 | 1853 | 1854 | 1855 | Average per Year |
|---|---|---|---|---|---|---|
| | Hectolitres | Hectolitres | Hectolitres | Hectolitres | Hectolitres | Hectolitres |
| Wheat | 4,760,240 | 4,952,189 | 4,188,236 | 5,910,316 | 3,997,895 | 4,761,775 |
| Spelt | 908,880 | 1,024,785 | 1,038,838 | 1,172,126 | 998,911 | 1,028,708 |
| Mixed Corn | 444,032 | 712,372 | 591,884 | 876,709 | 660,089 | 657,017 |
| Rye | 2,044,510 | 4,693,240 | 4,177,495 | 5,835,205 | 4,567,298 | 4,267,550 |
| Buckwheat | 595,013 | 566,707 | 716,586 | 536,224 | 638,797 | 610,665 |
| Totals | 8,752,675 | 11,949,297 | 10,713,039 | 14,320,580 | 10,882,990 | ... |
| No. of Inhabitants | 4,298,562 | 4,471,912 | 4,516,361 | 4,548,507 | Not returned | ... |
| Rate of Consumption | 2·03 | 2·67 | 2·37 | 3·15 | Not returned | ... |

*Industries.*—The various industrial establishments of Antwerp and its vicinity, consisting chiefly in distilleries, breweries, sugar refineries, rice mills, bleacheries, and silk and lace manufactories, enjoyed a fair amount of prosperity during the years 1860 and 1861.

The sugar refineries have been in a flourishing condition. Of these establishments there are 31 in Antwerp, 7 of which operated conjointly upon colonial and beetroot sugar, in the following proportions:—

| | 1860 | 1861 |
|---|---|---|
| Cane Sugar ..... Kilogrammes | 17,002,277 | 19,764,498 |
| Beetroot Sugar..... „ | 3,946,928 | 2,838,177 |

The distilleries have been, for various reasons, less prosperous. The gin manufactured at Antwerp is, however, considered very good, but the exportation has fallen off; neither have the attempts to encourage the exportation of beer been successful, the amounts manufactured for home consumption being, however, very considerable.

The lace manufactories throughout the province of Antwerp have been generally depressed during the last few years, and statistical returns of their products are apparently deficient. The exports for the last three years, as returned by the Chamber of Commerce, have been as follows:—

| Value | 1859 | 1860 | 1861 |
|---|---|---|---|
| Francs..... | 43,049 | 4,230 | 4,700 |

*General Remarks.*—If in many respects the trade and industry of Antwerp have exhibited during the period to which these observations refer, a favourable progress and a gradually increasing development, yet there is much reason to suppose that the removal of some disabilities, which weigh upon the mercantile interests of this place, would materially conduce to their well-being and prosperity. A reduction has been recently effected in the rates of transport of certain classes of merchandize by the State railways, but the repeal of the tonnage duty and the diminution in the pilotage, to which great importance is attached by the commerce of Antwerp, are still withheld. These measures appear at present to be held in reserve by the government for the purpose of being used as equivalents in the negociation of commercial treaties with such powers as, not being placed on the footing of the most favoured nation, are not entitled to share in the benefits of the recent French Treaty, the conclusion of which formed the most remarkable commercial feature of the year 1861.

The policy of making these valuable reforms dependent upon the

result of protracted and uncertain negociations does not appear to have been very favourably viewed at Antwerp. The Chamber of Commerce of this place has not ceased to urge these concessions upon the government, while at the same time it has unreservedly advocated the conclusion of the projected commercial Treaty with England. The language used on this question has been clear and explicit. "It would be impossible," says the report of the Chamber of Commerce for the year 1860, "and in fact utterly illogical not to concede to liberal England all the advantages which we have granted to France."—"Let us hope therefore that until the time has been reached when all commercial Treaties will have become useless, those which we shall have to conclude will be based upon the broad principles inaugured by the Franco-Belgian Treaty." And so liberal have been the tendencies evinced by the mercantile community of Antwerp on questions of commercial policy, that the Chamber of Commerce of this city went so far as to adopt in May, 1861 a resolution implying their wish that all Custom-houses in Belgium might be entirely abolished. This proposition, being of course intended merely as a manifesto of opinion on a general principle of policy, has had no practical result, yet it must nevertheless be recognized as an important step in the direction of free trade, and the arguments by which it was sustained, though by no means universally adopted, cannot fail to contribute to the promotion of liberal and enlarged views on matters appertaining to the commerce and industry of the country.

Various important public works have been completed within the last two years. The new Dock, affording very considerable accommodation to shipping, has been terminated, and the canal connecting the Scheldt with the river Meuse and affording an uninterrupted water communication between Antwerp and Liège has been opened to traffic. Steamers are beginning to be employed, great additional facilities being thus afforded to the transport of merchandize between the manufacturing districts of the interior and the sea. This subject has attracted much attention, and considerable efforts are being made to encourage the exportation of native mineral products and especially of coal, which it is believed will be able to sustain a competition with English coal in foreign markets, as soon as the expense of conveyance to the seaboard has been reduced.

TABLE OF ENGLISH EQUIVALENTS OF WEIGHTS AND MEASURES MENTIONED IN THE FOREGOING REPORT.

| | | |
|---|---|---|
| Kilogramme | = | 2 lbs. 3 oz. 4½ dr. avoirdupois. |
| Hectolitre of grain | = | 2·839 Winchester Bushels. |
| Hectolitre of liquids | = | 22 Imperial Gallons. |
| Mètre | = | 39·37100 Inches. |

Antwerp, July 17, 1862.

# BRAZIL.

## RIO GRANDE DO SUL.

*Report by Mr. Consul Vereker on the Trade of Rio Grande do Sul for the year* 1861.

*Trade and Commerce. General.*—The British trade with the province of Rio Grande do Sul, during the year 1861, has continued in a satisfactory state, showing no remarkable depression, though no extraordinary activity. The importations of British and German manufactures have been considerable, but the sales have also been large; and though at the end of the year there remains an abundant stock on hand, it is probable it will be soon absorbed for consumption, as it is notorious that the supplies in the country are scanty. The exportations have also been on a large scale, but the demand for dried hides has been irregular, and generally inactive, whilst the supply of salted hides has rarely been sufficient for the demand, and at various periods there were none to be obtained. The exportation of bone ash has suffered no notable change during the past year. In the first half of the year there existed an active inquiry for grease and tallow to be shipped to the United Kingdom, and those articles were readily bought up: this is a new feature in the trade, but towards the end of the year the demand ceased, and the shipments were again directed to their usual channels, Rio de Janeiro and the northern ports of Brazil.

*Imports.*—The following Table shows the value of the importation to this port, and the principal articles on which it depends, the statement being for the twelve months ended 30th June, 1861.

IMPORTS.

| Articles of Imports | Currency Reis | Sterling £ |
|---|---|---|
| Cigars | 27,098$000 | 2,822 |
| Coal | 35,766$000 | 3,726 |
| Cotton Manufactures | 2,043,968$000 | 212,913 |
| Earthenware | 121,813$000 | 12,689 |
| Furniture | 34,151$000 | 3,557 |
| Hats | 40,314$000 | 4,199 |
| Hardware | 113,357$000 | 11,808 |
| Hides | 20,194$000 | 2,104 |
| Inks and Blacking | 19,658$000 | 2,048 |
| Lard | 29,340$000 | 3,056 |
| Linen Manufactures | 71,098$000 | 7,406 |
| Machinery | 63,137$000 | 6,577 |
| Made Clothes | 152,181$000 | 15,852 |
| Medicines | 28,188$000 | 2,936 |
| Miscellaneous | 779,367$000 | 81,184 |
| Mixed Manufactures | 132,888$000 | 13,843 |
| Oil | 46,940$000 | 4,890 |
| Paper | 35,026$000 | 3,649 |
| Rigging | 11,208$000 | 1,168 |
| Salt | 145,632$000 | 15,170 |
| Silk Manufactures | 275,270$000 | 28,674 |
| Specie | 102,073$000 | 10,633 |
| Spirits | 65,195$000 | 6,791 |
| Tea | 39,707$000 | 4,136 |
| Wheaten Flour | 208,939$000 | 21,764 |
| Wines | 296,825$000 | 30,919 |
| Woollen Manufactures | 653,367$000 | 68,059 |
| Total | 5,592,700$000 | 582,573 |

In the previous Table, and all other statements in this report, the exchange for conversion to British sterling is assumed to be an average of 2*s*. 1*d*. per milrea.

The goods that are chiefly supplied by the United Kingdom are cotton, woollen, and linen manufactures, coals, earthenware, and hardware. The United States supply coarse cotton manufactures, wheaten flour, and lard. From Portugal come wines, oil, and salt. Specie and salt from Spain, and the shipments of assorted cargoes from Hamburg. Havre, Marseilles, and Antwerp, are an important feature in the trade.

The following Table shows the estimated value of the shipments from each country respectively:—

IMPORTS.

| Countries whence shipped | Estimated Value of Cargoes | |
|---|---|---|
| | Currency Reis | Sterling £ |
| Great Britain | 2,282,480$000 | 237,758 |
| France | 868,946$000 | 90,515 |
| United States | 857,859$000 | 89,360 |
| Hanseatic Towns | 606,580$000 | 63,185 |
| Belgium | 395,660$000 | 41,215 |
| Portugal | 299,440$000 | 31,192 |
| Spain | 226,610$000 | 23,605 |
| Uruguay | 65,539$000 | 6,827 |
| Austria | 26,994$000 | 2,812 |
| Italy | 8,829$000 | 920 |
| Argentine Confederation | 1,837$000 | 191 |
| Re-exports coastwise | 27,860$000 | 2,902 |
| Total | 5,668,634$000 | 590,482 |

The imports from the United States show a considerable diminution in the past year, due apparently to the hostilities occurring in that country.

The British and foreign imports to the port of Porto Alegre continue steadily to increase, as will be seen by the subjoined statements:—

IMPORTS TO PORTO ALEGRE.

| Years ended 31st December | Value of Imports |
|---|---|
| 1857 | 59,350 |
| 1858 | 67,290 |
| 1859 | 66,195 |
| 1860 | 122,750 |
| 1861 | 127,616 |

The goods represented in the above values come principally from Hamburg in Danish and Hanseatic vessels. It is to be noted, that the requirements of the Porto Alegre district are exclusive of the above amounts, supplied almost wholly from the Rio Grande or coastwise.

The following list, derived from the Chamber of Commerce of Porto Alegre, gives a general view of the principal articles of import to that market during the twelve months ended 30th June, 1862:—

| | |
|---|---|
| Ale | 2,500 barrels. |
| Coffee | 6,298 sacks. |
| Earthenware | 857 crates. |

| | |
|---|---|
| Flour | 22,409 barrels, 496 sacks. |
| Gin | 6,997 cases, 1,665 demijohns, 350 barrels. |
| Hardware | 3,196 parcels. |
| Manufactures | 6,098 bales and cases. |
| Miscellaneous goods | 28,407 bales, cases, &c. |
| Oil | 615 barrels, 777 cases. |
| Rice | 9,250 sacks, 848 barrels. |
| Salt | 105,647 bushels. |
| Spirits | 36 pipes, 142 barrels, 2,507 cases. |
| Soap | 39,573 cases. |
| Sugar | 23,509 barrels, 7,662 sacks. |
| Wine | 1,223 pipes, 3,706 barrels, 1,925 cases. |

*Exports.*—The articles exported from the port of Rio Grande do Sul consist almost entirely of products from cattle, the principal being hides, dry and salted, dried beef, bone ashes, hair and horns. From Porto Alegre the exportation is more varied, ths port being centrally situated for the export of agricultural produce; thus, matté, timber, maize, beans, &c., are largely shipped therefrom.

The nature of the export trade from this province, and its increasing importance, especially in regard to articles the produce of agriculture, may be best judged of by the subjoined Table, compiled from five past twelve monthly periods, and showing the principal articles exported. This statement, though not fully complete, in consequence of the absence of some insignificant returns, is yet sufficiently accurate for general purposes.

Principal Exports from the Province of Rio Grande do Sul.

| Articles | Measures | Twelve Monthly Periods ended 30th June | | | | |
|---|---|---|---|---|---|---|
| | | 1856 | 1857 | 1858 | 1860 | 1861 |
| Beans | 2 Alqueires | 22,850 | 34,070 | 56,157 | 58,934 | 63,747 |
| Grease | Arroba | 80,598 | 116,150 | 66,285 | 137,815 | 178,339 |
| Hair | „ | 48,418 | 42,500 | 37,740 | 41,396 | 45,432 |
| Hides, Black Cattle | Number | 653,536 | 556,916 | 502,777 | 702,945 | 720,551 |
| „ Horse | „ | 18,527 | 19,218 | 7,584 | 22,681 | 18,702 |
| Hoofs | Arroba | 665 | 4,112 | 2,227 | 2,228 | 2,304 |
| Horns | Number | 762,604 | 946,775 | 773,341 | 1,054,762 | 1,044,721 |
| Maize | 2 Alqueires | 12,737 | 10,086 | 19,715 | 96,523 | 51,348 |
| Mandioca Flour | „ | 4,173 | 6,007 | 6,714 | 81,110 | 64,654 |
| Matte Tea | Arroba | 38,615 | 259,366 | 240,566 | 257,961 | 224,947 |
| Tallow | „ | 61,541 | 89,827 | 57,239 | 111,046 | 102,229 |
| Tongues | Number | 45,461 | 52,277 | 33,801 | 93,415 | 80,015 |
| Xarque Beef | Arroba | 1,229,069 | 1,462,023 | 970,580 | 1,695,546 | 1,997,083 |

N.B.—2 alqueires = 2·219 bushels Imperial.
1 arroba = 32·377 lbs. British.

In the above Table the data for the year 1859, being imperfect, have been omitted. The declared value of the articles above specified, and exported in the twelve months ended 30th June, 1861, is as follows:—

VALUE OF EXPORT FOR THE YEARS ENDED 30TH JUNE 1861.

| Articles | Value | |
|---|---|---|
| | Currency Reis | Sterling £ |
| Beans | 626,913$000 | 65,303 |
| Grease | 791,241$000 | 82,421 |
| Hair | 377,129$000 | 39,284 |
| Hides, Black Cattle | 5,856,186$000 | 610,019 |
| „ Horse | 54,400$000 | 5,667 |
| Hoofs | 922$000 | 96 |
| Horns | 98,794$000 | 10,291 |
| Maize | 163,407$000 | 17,022 |
| Mandioca Flour | 221,288$000 | 23,051 |
| Matte Tea | 897,171$000 | 93,455 |
| Yallow | 681,719$000 | 71,012 |
| Tongues | 13,743$000 | 1,432 |
| Xarque Beef | 5,940,415$000 | 618,793 |
| Total of articles specified | 15,723,328$000 | 1,637,846 |

It may be noticed from the above figures, that the two articles, black cattle hides (dry and salted), and xarque or dried beef, constitute about two-thirds in value of the exports. It will also be perceived, that agricultural products, which formerly were of little amount, now reach in value to about one-eighth of the whole exports—this fact is very interesting, as there is little doubt that in the future the real wealth of this province will be discovered by the proper development of its agricultural resources.

The following statement gives a general view of the principal exports from Porto Alegre for the twelve months ended 30th June last, excluding the various denominations of timber, and some articles of minor importance :—

EXPORTS FROM PORTO ALEGRE FOR THE TWELVE MONTHS ENDED 30TH JUNE 1861.

| Articles | Measures | Quantity of Measures exported | Articles | Measures | Quantity of Measures exported |
|---|---|---|---|---|---|
| Amendoine (sweet beans) | Sacks | 1,374 | Mandioca flour | Sacks | 125,660 |
| Bacon | Arrobas | 1,732 | Matté tea | Arrobas | 2,805 |
| „ | Flitches | 145 | „ „ | In Hides | 14,157 |
| Beans, large | Sacks | 1,328 | Planks, large | Dozens | 293 |
| „ small | „ | 63,882 | „ small | „ | 2,618 |
| Bone ashes | Arrobas | 13,300 | Potatoes | Sacks | 858 |
| Caxaca (sugar cane spirit) | Pipes | 140 | Rafters | Number | 3,193 |
| Firewood | Sticks | 574,430 | Saddles | Pairs | 47 |
| Grease | Arrobas | 3,060 | „ | Parcels | 311 |
| Hair | „ | 3,518 | Starch | Sacks | 1,113 |
| „ | Bales | 1,294 | Sugar cakes | Barrels | 373 |
| Hides, Black Cattle | Number | 129,496 | Tallow | Arrobas | 7,040 |
| Horns | „ | 185,175 | „ | Masses | 312 |
| Laths | Dozens | 527 | „ | Barrels | 67 |
| Maize | Sacks | 66,278 | Tiles | Number | 660,960 |
| „ | In Ear | 2,275 | Timber, rounded | „ | 7,567 |
| „ flour | Sacks | 2,746 | Xarque beef | Arrobas | 119,993 |

N.B.—1 arroba = 32·377 lbs. British.
1 sack = 2·219 bushels Imperial.

The exports from the port of Rio Grande do Sul, for the twelve

months ended 30th June, 1861, appear to have been directed to foreign countries, in the following proportions :—

EXPORTS FROM RIO GRANDE DO SUL.

| Countries to which destined | Value of Exports | |
|---|---|---|
| | Currency Reis | Sterling £ |
| United Kingdom | 2,065,068$000 | 215,111 |
| United States | 1,003,101$000 | 104,490 |
| Portugal | 720,374$000 | 75,039 |
| France | 527,492$000 | 54,947 |
| Spain | 337,395$000 | 35,145 |
| Uruguay | 141,637$000 | 14,754 |
| Italy | 99,423$000 | 10,357 |
| Total | 4,894,490$000 | 509,843 |

Besides the exports mentioned in the above statement, a considerable amount of produce was shipped in the period mentioned from the port of Sao José do Norte, which may be considered as forming part of that of Rio Grande do Sul; the estimated value of these shipments, which are principally sent to the United Kingdom, is rs. 2,151,350$000, or £224,099.

*Coasting Trade. Imports.*—In this trade many manufactured and other goods, chiefly British, which have been entered and paid duties in the northern ports of Brazil, are subsequently sent down here for consumption. The following list, comprising the declared values of the foreign goods which have been so received in the Custom-house of this city, during the twelve months ended 30th June, 1861, will enable the amount of this feature in the trade to be judged of, and it will be perceived that the foreigngoods which thus arrive are large in comparison which those which are directly introduced from foreign countries :—

FOREIGN GOODS COASTWISE.

| Whence imported | Value of Goods | |
|---|---|---|
| | Currency Reis | Sterling £ |
| Rio de Janeiro | 1,752,844$000 | 182,588 |
| Bahia | 36,387$000 | 3,790 |
| Pernambuco | 12,016$000 | 1,252 |
| St. Catherines | 7,173$000 | 747 |
| St. Pauls | 3,163$000 | 329 |
| Total | 1,811,583$000 | 188,706 |

A large amount of articles of Brazilian produce, chiefly victuals, are also imported coastwise, as will be seen by the subjoine Tdable, showing the value of the supplies sent to the port of Rio Grande do Sul, in the twelve months ended 30th June, 1861, and the province from which those supplies have been furnished :—

BRAZILIAN PRODUCE COASTWISE.

| Provinces from which imported | Value of Imports | |
|---|---|---|
| | Currency Reis | Sterling £ |
| Pernambuco | 1,351,390$000 | 140,770 |
| Rio de Janeiro | 988,269$000 | 102,945 |
| Bahia | 494,526$000 | 51,513 |
| Alagoas | 39,396$000 | 4,104 |
| St. Catherines | 24,400$000 | 2,542 |
| Sergipe | 18,386$000 | 1,915 |
| Parana | 7,319$000 | 762 |
| St. Pauls | 5,110$000 | 532 |
| Total | 2,928,796$000 | 305,083 |

The staple articles of the commerce comprised in the above figures are sugar, coffee, tobacco, rice, and spirits.

*Coasting Trade. Exports.*—The trade coastwise from Rio Grande in exports, is almost exclusively composed of dried beef, shipped principally to Pernambuco and Rio de Janeiro. The total value of those exports from this port, in the twelve months ended 30th June last, appears by the Custom-house returns to have been rs. 6.313,477$000, that is to say, £657,654.

It may be remarked, generally, that in the past year the value of British and foreign goods imported exceeded the value of exports shipped from this to the producing countries, though not so largely as formerly, the difference being due to the increase of value rather than of quantity in exports, the values having proportionally augmented more that is found in the case of imports. On the other hand, the exports shipped coastwise have, as previously, much exceeded in value the goods imported here as the produce of other provinces of Brazil.

*Prices.*—The following Table gives information of the average prices of various principal articles of import and export for each month of the year 1861.

AVERAGE MARKET PRICES IN CURRENCY REIS.

| Months of 1861 | Names of Articles | | | | | |
|---|---|---|---|---|---|---|
| | Ox & Cow Hides per lb. | | Bone Ashes per Ton | Coals per Ton | Wheaten Flour per Barrel | Salt per Bushel |
| | Dried | Salted | | | | |
| January | 345 | 165 | .. | 27$500 | 26$500 | 1$260 |
| February | 345 | 167 | .. | 25$500 | 30$000 | 1$280 |
| March | 350 | 172 | .. | 28$400 | 35$000 | 1$300 |
| April | 322 | 166 | .. | 35$000 | 30$000 | 1$400 |
| May | 320 | 175 | .. | 42$000 | 30$000 | 1$640 |
| June | 320 | 160 | .. | 50$000 | 31$000 | 2$000 |
| July | 260 | 165 | .. | 33$000 | 36$000 | 1$000 |
| August | 245 | 165 | .. | 27$000 | 34$000 | 1$000 |
| September | 250 | 165 | .. | 25$000 | 27$000 | 1$000 |
| October | 245 | 165 | .. | 25$000 | 25$000 | 1$060 |
| November | 257 | 150 | .. | 22$500 | 24$000 | 900 |
| December | 288 | 160 | .. | 23$500 | 25$500 | 850 |

*Exchanges.*—The rate of exchange for bills on London, payable at 90 days after sight, has been unfavourable to Brazil in 1861, the average for the year was about 2*s.* 0½*d.* sterling for each milrea, this amount being less than the intrinsic value of the milrea, the average

rate per milrea is estimated in sterling as follows, for each month of the year, viz., January, 2*s.* 1¼*d.*, February, 2*s.* 1⅛*d.*, March, 2*s.* 0⅝*d.*, April, 2*s.* 0⅞*d.*, May, 2*s.* 1*d.*, June, 2*s.* 0¾*d.*, July, 2*s.* 0¼*d.*, August, 1*s.* 11⅞*d.*, September, 1*s.* 11⅞*d.*, October, 2*s.*, November, 2*s.* 0⅛*d.*, and December, 2*s.* 0⅜*d.*

Bills on Rio de Janeiro, payable ten to sixty days after sight, have obtained a premium of from 1 to 4 per cent. throughout the year.

Brazilian money, specially treasury and bank notes, have augmented in value as compared with commercial currency in the year 1861; in Brazilian gold there has been little difference, the premium averaging 7 to 9 per cent.; with regard also to silver, there has been a depreciation rather than otherwise, as the supplies have been ample. The Brazilian paper money is required chiefly for the payment of duties in the Custom-house and of the demands of other public departments, where payments in silver are only received to a small amount, and commercial currency is not recognized; thus the premiums paid for this class of monies, which are shown below, appear to be in a measure fictitious, and due to the absence of monetary speculators at this port; and it will be remembered that, in my report for 1860, it was shown that the medium now treated of was for the greater part of the year at a discount, or at par. Average premium paid per cent. for Brazilian treasury and bank notes, viz., in January, 4 per cent., February, 4¾ per cent., March, 6 per cent., April, 6½ per cent., May, 6 per cent., June, 6 per cent., July 6½ per cent., August, 6½ per cent., September, 6 per cent., October, 9½ per cent., November, 5 per cent., and December, 7 per cent. premium.

*Tariffs.*—The execution of the Brazilian modified tariff and the Customs' law, No. 2617, of 19th September, 1860, has not created so much dissatisfaction as was anticipated at the period of its publication; however, the complaint is continually made that these regulations, onerous in themselves, are illiberally administered in so far as foreign merchants and foreign shipmasters are concerned. The duties which press heaviest on British commerce are those on printed calicoes, shirtings, and light goods.

The revenue of the Custom-houses of Rio Grande do Sul and Sao José do Norte, is stated to have been rs. 2,181,660$000, or £227,256, in the twelve months ended 30th June last; it appears to have been derived as undermentioned:—

| | |
|---|---|
| From Imports..... | Rs. 1,715,540$000 |
| „ Exports..... | Rs. 298,517$000 |
| „ Miscellaneous..... | Rs. 167,603$000 |
| Total..... | Rs. 2,181,660$000 |

The declared value of the British and foreign goods imported, and paying duties here in the same period, was rs. 5,566,560$000, or £579,850, exclusive of foreign and Brazilian goods imported coastwise; as the amount of revenue derived from the latter at these Custom-houses is small, it will be seen, by comparing the whole revenue from imports, as above given, with the declared value of the imports from which they are almost altogether derived, that goods coming directly from the United Kingdom and foreign countries to supply this market, are taxed with nearly 30 per cent. of Custom-house charges; and this amount, which the Brazilian consumer must eventually pay, it should be noted, is exclusive of freights, merchants' commissions, insurance, and other charges.

On the 1st July, 1861, an additional duty of 2 per cent., *ad valorem*,

was imposed on the export of dry and salted hides and xarque beef. This class of duties, though not large in amount, act as no small impediment to the free course of trade, for the exports of these articles are usually very speculative in character, and even in the year 1861, it is notorious that various cargoes shipped resulted in losses.

In 1861, a law of the republic of Uruguay was announced, dated the 22nd June last, by which hides, grease, and other products of cattle exported from that country, are appointed to pay, after the 5th November last, an export duty of 4 per cent., and a similar duty of 4 per cent., *ad valorem*, is declared to be leviable on hides and other products of cattle imported into the Uruguay from Brazil, and on cattle exported from the latter country to the former. Under present circumstances it is not probable that this measure will have any considerable influence on the export trade from this port.

*Shipping and Navigation. British and Foreign Trade.*—During the year 1861 the British and foreign trade with this province has been conducted by the undermentioned vessels:—

Ports of Rio Grande do Sul and Sao Jose do Norte.

*Vessels Inwards.*

| Nationality of Vessels | Number of Vessels | Tonnage | Number of Crews |
|---|---|---|---|
| British | 32 | 4,563 | 256 |
| Brazilian | 7 | 1,500 | 80 |
| Foreign | 134 | 23,528 | 1,031 |
| Total | 173 | 29,591 | 1,367 |

Ports of Rio Grande do Sul and Sao Jose do Norte.

*Vessels Outwards.*

| Nationality of Vessels | Number of Vessels | Tonnage | Number of Crews |
|---|---|---|---|
| British | 27 | 3,746 | 215 |
| Brazilian | 7 | 1,584 | 77 |
| Foreign | 113 | 19,256 | 848 |
| Total | 147 | 24,586 | 1,140 |

The manner in which shipping is employed in the trade of this port will be best understood by the following Tables, showing the countries whence the various vessels, British and foreign (including Brazilian) have come, and also the countries to which, in the export trade, they have been addressed:—

VESSELS TO PORTS OF RIO GRANDE 1861.

| Countries whence arriving | Number of Vessels | | |
|---|---|---|---|
| | British | Foreign | Total |
| Spain | 13 | 28 | 41 |
| Portugal | 7 | 27 | 34 |
| United Kingdom | 11 | 11 | 22 |
| United States | .. | 19 | 19 |
| Hanseatic Towns | .. | 17 | 17 |
| France | .. | 10 | 10 |
| Uruguay | 1 | 8 | 9 |
| Belgium | .. | 6 | 6 |
| Argentine Republic | .. | 5 | 5 |
| Brazil | .. | 5 | 5 |
| Austria | .. | 2 | 2 |
| Italy | .. | 2 | 2 |
| Denmark | .. | 1 | 1 |
| Total | 32 | 141 | 173 |

In reference to the large number of vessels coming from Spain and Portugal, it may be remarked, that this is due to the large importations of salt required for this trade, and derived principally from those countries; the increased number of vessels from the United States is attributable to the paralyzation of the coasting trade of that country; the imports from Hamburg are steadily increasing, in consequence of the large German population in this province; the vessels from the United Kingdom usually convey assorted cargoes, proportionally to the others of considerable value; those from the United States convey flour and mixed cargoes; from Hamburg, France, Belgium, and Italy, the cargoes are also assorted; from Austria (Trieste and Fiume) comes flour, and from the Uruguay the cargoes are not of much importance, as the vessels usually come here to find remunerative freights.

The vessels outwards were destined as follow :—

VESSELS FROM PORTS OF RIO GRANDE 1861.

| Countries to which bound | Number of Vessels | | |
|---|---|---|---|
| | British | Foreign | Total |
| United Kingdom | 26 | 73 | 99 |
| Portugal | .. | 10 | 10 |
| United States | .. | 10 | 10 |
| Uruguay | .. | 9 | 9 |
| France | .. | 7 | 7 |
| Spain | .. | 6 | 6 |
| Argentine Republic | .. | 2 | 2 |
| Brazil | 1 | 1 | 2 |
| Belgium | .. | 1 | 1 |
| Italy | .. | 1 | 1 |
| Total | 27 | 120 | 147 |

With regard to these export shipments it may be observed, that some vessels are cleared for the United Kingdom to a port of call whence they may be directed to a foreign port; yet it is undoubted that the majority of the shipments in the vessels above referred to were intended for consumption in the United Kingdom.

In the British and foreign trade with Porto Alegre, the imports

have been brought in 15 foreign vessels, of 2,287 tons, and with 95 persons as their crews: the exports have been despatched in 8 foreign vessels, of 1,462 tons, and with 55 persons as their crews.

*Coasting Trade.*—The trade between ports on the coast of Brazil has been, during the past year, conducted almost wholly by Brazilian vessels, as foreign shipmasters did not care to avail themselves of the privileges offered by the decree of the 28th September, 1859, quoted in my report of that year, the freights offered at this port for direct shipments having been reasonable throughout the year. The following statements show the shipping employed in the coasting trade:—

COASTING TRADE.

| Ports | Vessels Inwards | | | Vessels Outwards | | |
|---|---|---|---|---|---|---|
| | Number of Vessels | Tonnage | Number of Crews | Number of Vessels | Tonnage | Number of Crews |
| Rio Grande— | | | | | | |
| Brazilian vessels.... | 196 | 38,364 | 2,048 | 160 | 31,269 | 1,635 |
| Foreign vessels..... | .. | .. | .. | 2 | 425 | 20 |
| Porto Alegre— | | | | | | |
| Brazilian vessels.... | 69 | 12,462 | 782 | 66 | 11,999 | 743 |
| Total..... | 265 | 50,826 | 2,830 | 228 | 43,693 | 2,398 |

*Freights.*—The freights paid throughout the year have been remunerative, as will be seen from the following estimate of average rates; at periods there were no vessels to be obtained for the cargoes ready to be shipped, and it is probable that the rates of freights would have reached a much higher figure were it not that the number of the speculators in this port is small, and the export business has not latterly been so profitable as was anticipated.

AVERAGE FREIGHTS TO ENGLAND 1861 PER TON OF SALTED HIDES.

| | £ | s. | d. | | £ | s. | d. | | £ | s. | d. | | £ | s. | d. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| January..... | 2 | 10 | 0 | to | 3 | 17 | 0 | July..... | 3 | 0 | 0 | to | 3 | 10 | 0 |
| February..... | 2 | 15 | 0 | to | 3 | 15 | 0 | August..... | 2 | 10 | 0 | to | 2 | 15 | 0 |
| March..... | 2 | 15 | 0 | to | 3 | 5 | 0 | September.... | 2 | 7 | 6 | to | 2 | 17 | 6 |
| April..... | 2 | 17 | 6 | to | 3 | 12 | 6 | October..... | 2 | 15 | 0 | to | 3 | 0 | 0 |
| May..... | 3 | 0 | 0 | to | 4 | 0 | 0 | November.... | 2 | 17 | 6 | to | 3 | 5 | 0 |
| June..... | 3 | 5 | 0 | to | 3 | 10 | 0 | December..... | 2 | 18 | 0 | to | 3 | 9 | 0 |

The average rate of freight for bone ashes to the United Kingdom may be estimated to have been from 20 to 30 per cent. below the above.

*Wrecks.*—The year 1861 has been particularly disastrous to vessels trading to this port or bound along the coast; both British and foreign vessels have been lost, chiefly in the S.S.E. storm which prevailed on the 7th and 8th days of June last.

The wrecks of British vessels on this coast have been 4 (excluded from the above tables), viz., the barque "William Piele," lost about 120 miles to the southward of this port in January; the brigantine "Vigilant," lost on the bar of this port in February; the brigantine "Hound," lost about 14 miles southwards of this port on 7th June last; and the barque "Prince of Wales," supposed to have been lost in the same storm.

The "William Piele" was conveying a general cargo of considerable value from Liverpool to Buenos Ayres, and was run high aground; the crew were all saved; the authorities were promptly on the spot,

and prevented plunder taking place. I also proceeded thereto in a steamer, but no small loss of property occurred in consequence of the impediments opposed to the discharge and saving of the cargo. The "Vigilant" was laden with salt, and both vessel and cargo were totally lost, as it became impossible to board the wreck. The "Hound" was also laden with salt, wrecked to the South of the Bar; the master immediately reported the wreck, and I proceeded to the spot, and the master and crew saved what they could of the appurtenances. The "Prince of Wales" was bound on a voyage from Glasgow to Buenos Ayres with a general cargo, and was wrecked on the coast of Albardao about 70 miles from this port, probably on the 7th June last, the crew were reported to have all perished; information of the wreck only reached this city on the 13th June last, whereupon I immediately proceeded to the locality, accompanied by authorities of the country, but almost all the cargo, which had reached the shore, had been scandalously plundered before our arrival.

*Port and Bar of Rio Grande.*—No notable change has taken place in the direction of the entrance channel during the year 1861, the depth of water on the Bar also averages about the same as in the past two years, and it continues inadvisable to load the vessels employed in this trade to a greater draught than eleven feet, as otherwise injurious delays may result.

A new dredging steamer has been placed on this station with a view to deepen the channel between the red buoy and the Southern anchorage of this port, and in parts to cut a more direct channel, it is expected that by this means the delays to shipping which are caused to shipping by the present shallow and circuitous channel may be avoided.

On the channel to Porto Alegre the lighthouses of Bujuru and Itapoao are well maintained, the course is also marked with buoys.

*Agriculture.*—The residents in the country parts of this Province seem gradually to be awakening to the importance of developing the immense agricultural resources of the district; the breadth of land planted with maize, beans, and wheat in the past year has been much larger than usual, and the results have been generally satisfactory. Potatoes too have been largely and successfully planted in the foreign centres of population, the growth of cotton, the sugar cane, and tobacco is also being attempted with greater courage than had been hitherto manifested, but it is too early to judge of the probable results.

The government of this province has manifested a laudable desire for the encouragement of agriculture; they have introduced various kinds of machinery for grinding maize and wheat. An Agricultural Institute has been decreed, but is not yet in working order; and an exhibition of the products of the Province has also been held in December of this year; the exhibition of the agricultural products, though almost wholly derived from the colonies of Foreigners, is highly satisfactory, as it will act as an incentive to others to experiment upon the capabilities of their land.

The abolition of the Slave Trade and the decrease in the number of slaves has been of great benefit to this Province; it has taught people to work for themselves instead of depending wholly on the profits obtained from the unfortunate negro, and there is little doubt but that were slavery wholly abolished, such a consummation would be to this Province the greatest of blessings, it would immensely assist the efforts of the authorities to encourage immigration, and would tend to the contentment of those who come to establish themselves in this country, and in a few years this Province might be expected really to become what it used formerly to be called, "the granary of Brazil."

Under the heading of "Exports" are some remarks on the agriculture of this district.

*Industries.*—A company obtained a license in 1857 to work the coal mines of the "Arroio dos Ratos," near Porto Alegre; but as this company was never properly organized, a decree of the past year authorises the discoverer, Mr. James Johnson, to work the mines for five years on his account unless the company should previously be established; at present these works are stationary. Various other localities in the province where coal and iron have been found are indicated.

Various machineries have latterly been introduced in this district for grinding matté, the country tea, for sawing timber, for washing, sewing, &c. The introduction of these improvements, which are substituting slave labour, point to increased enlightenment on the part of the population.

*Public Works.*—Railways, canals, electric telegraphs, and such works of a public character, have yet to be introduced into this district. There are not at present in progress in this province any works worthy of special mention; however, much attention has in the past year been directed to the two following projects, both of which are calculated, if carried out, to increase the commercial prosperity of this district, viz.:—

*Harbour of Refuge at Torres.*—The advantage of a harbour of refuge upon this unprotected coast has been long since understood, and the inlet of Torres, about fifty miles to the southward of Cape Santa Martha, has been looked upon as the locality which might be most appropriate for such a purpose. The Brazilian Government lately sent down a surveying commission to examine the spot; their report is generally favourable to the practical nature of the work, but it seems that a large expenditure would be required.

*Lowering Bar of Saõ Gonçalo River.*—The bar of the Saõ Goncalo is no small impediment to the commerce of the city of Pelotas and adjoining country with the province at large, and also to the traffic between Rio Grande and the southern parts of this district; for the purpose of deepening it a large subscription was arranged among the residents interested, and contracts proposed, but as yet this useful work has not been commenced.

*General Remarks. Correspondence.*—The establishment of direct mails between London and Rio Grande do Sul, and *vice versâ*, conceded by the British and Brazilian Governments, cannot fail to be a benefit and security to the commerce of this province, more especially to that connected with the United Kingdom. The system has been only lately introduced, and is not yet perfected—the chief difficulty arising from the irregularity of the steamers between this port and Rio de Janeiro. There are two regular monthly lines of packets between Europe and Rio de Janeiro, the British Royal Mail Steamers and the French steamers, the Brazil Steam Packet Company is also bound to run two steamers monthly between Rio de Janeiro and Rio Grande, the first intended to bring the mail coming by the British steamers, and to bring the correspondence from this in time for the French steamers; the second, intended to bring the mail from the French steamers, and to carry the letters from this in time for the British steamers; it is thus seen that if the Brazilian share of the service were performed with more regularity, correspondence between this district and Europe might be very satisfactorily conducted, as the delay, as compared with Rio de Janeiro correspondence, would average about fifteen days, which is not more than a due compensation for the additional distance.

With regard to the commerce of this district generally it may be observed that there is no present motive for anticipating a diminution. The breeding of cattle has in the last few years been attended to much more than formerly; there is now an augmented number of black cattle in this province, and their condition is good. The active measures of the Provisional Government to check the contraband of manufactured merchandise over the frontiers have also tended to diminish this illicit trade, and in so far to promote the direct commerce with this port.

Rio Grande do Sul, December 31, 1861.

# CHILI.

## TALCAHUANO.

*Commercial Report by the British Vice-Consul at Talcahuano, for* 1862.

The commerce of the province for the past year experienced little progress or improvement over that of the previous year, as the effects of the commercial crisis of that year were still felt severely, and want of confidence was general.

A very large importation of English coal into the mining districts of the north of Chili caused the working of the coal-mines of Coronel and Lota to be almost suspended for a time, but as the English coal had to be sold generally at a loss, the importations towards the end of the year ceased, and the Chilian coal-mines are again being actively worked.

In the month of April last very rich copper-mines were discovered in the province of Nuble, in the cordillera of Alico, at a distance from the port of Tomé of forty-five leagues, but the mines are at such a height in the cordillera as to render them at all times difficult of access, and the working of them impossible during the winter months, on account of snow. There is no question, however, that the mines are rich, and that with a considerable outlay of money the road can be rendered easily transitable during the summer.

The country to the south of the Bio Bio, which was devastated by the Indians, and abandoned by the inhabitants in the revolution of 1859, was again occupied and extensively sown with wheat; and as the Government has now taken possession of Angol, the Chilinos, to the north of the river Malleco, will be protected. The occupation by the Government of the mouth of the river Lebu, on the coast, where last year a fort was established, will give complete security to the farmers in the neighbourhood of Arauco.

Up to this time the Indians have not made any objection to the occupation of those two places, although it is commonly reported that there are amongst them evil-disposed persons (Chilinos) endeavouring to persuade them to take arms against the Government.

The sowing of wheat in 1862 was more extensive than on any previous year, and in consequence of the damp summer, the crops appear to be most abundant everywhere. Indeed, this is the very first year, in an experience of more than twenty, in which I have not heard any complaint whatever from the country people of the quantity or quality of the corn crop.

Talcahuano, February 6, 1863.

# CHINA.

## KIUKIANG.

*Report by Mr. Vice-Consul Hughes on the Trade of Kiukiang for the Year* 1862.

I HAVE not been able to obtain accurate statistics of the trade of Kiukiang for the last six months of 1862. The manifests do not appear to have been regularly filed at this office, and the merchants have not, up to this date, in all cases, responded to my request to furnish me with particulars of the exports and imports in British vessels. These facts, coupled with that of my absence during the period, will explain the impossibility of forwarding returns of trade in regular form. Such slender information as I now possess I forward.

### SHIPPING AND NAVIGATION.

The steamers and other vessels which arrive at Kiukiang from Shanghai, commonly, but by no means invariably, proceed to Hangkow. American-built steamers are preferred. They carry cargo on deck, and therefore load and discharge with greater speed, facility, and safety. Paddle-wheel vessels are superior to screw steamers for the navigation of the Yang-tsze. The former make better way against the current; and in the event of touching the ground the reversing of the paddle-wheels is found to be more effective than that of the screw. About twenty steamers now ply regularly on the river, and the number this season will be probably much increased.

### TRADE AND COMMERCE.

The great staple of the export trade of Kiukiang is tea, the green tea coming from the Moyune (Woo-yuen) districts, distant by water about 280 miles, and the black tea from I-ning-chow, distant by water about 250, by land 90 miles.

The following is an approximate estimate of the exports for the past year:—

| Description. | 1st January to 30th June. | 1st July to 31st December. | Total. |
|---|---|---|---|
| | lbs. | lbs. | lbs. |
| Green .. .. .. | 6,473,933 | 7,900,000 | 14,373,933 |
| Ulack .. .. .. | 3,157,560 | 4,600,000 | 7,757,560 |
| Unprepared Leaf .. .. | 124,400 | 406,000 | 530,400 |
| Total .. .. | .. .. | .. .. | 22,661,893 |

Paper and China ware are the exports next in importance. These are frequently shipped by natives, and accurate returns cannot at present be obtained.

Copper cash was largely imported during the past year to Kiukiang, owing to its high relative value here, as compared with that which it bore at Shanghai and other ports, the difference frequently being as much as 15 to 20 per cent. Of late, in consequence of the large importations, this traffic has become no longer profitable.

A considerable business appears to have been done in opium, grey shirtings, and long ells. The retail prices of the latter in the native shops are as follows:—

| | | | | tacls. | m. | c. |
|---|---|---|---|---|---|---|
| Long Ells, best quality .. .. .. | per piece | 7 | 2 | 0 |
| „ 2nd „ .. .. .. | „ | 6 | 8 | 0 |
| „ Inferior .. .. .. | „ | 6 | 4 | 5 |

Grey shirtings from 2 taels 9 mace to 2 taels 7 mace.

100 taels Kiukiang currency are equal to about 105 Shanghai taels.

At the opening of the port in 1861 there were no tea-men at Kiukiang. In consequence, the tea purchased here had to be sent in an unprepared form to Shanghai, there to be packed and prepared for the foreign market.

16 or 17 native merchants have now established houses here in which tea is prepared for export. Other houses of the kind are expected to be opened this year.

Foreign trade has already done much for the improvement of this neighbourhood, and is likely to do more. Numbers of the poorer classes, who would have otherwise been starving, or who might have been forced by want to join the rebels, are now employed in making roads in the British Concession, building foreign and native hongs, and in loading and discharging the numerous steamers which daily visit the port. Even within the walls of the city, the rebuilding of temples and other public edifices evidence the increase of prosperity and the return of public confidence.

The revenue on trade in foreign vessels received at the new custom house, amounted for the month of January this year, to 77,505 taels, 9 m. 6 c. 3 c., that is to say:—

| | taels. | m. | c. | c. |
|---|---|---|---|---|
| Full Export .. .. .. .. .. | 52,498 | 0 | 7 | 2 |
| Coasting Trade .. .. .. .. | 24,997 | 3 | 9 | 1 |
| Tonnage .. .. .. .. .. | 10 | 5 | 0 | 0 |
| Haikwan Taels .. .. .. | 77,505 | 9 | 6 | 3 |

The actual amount received in Kiukiang taels is higher, about 7 taels 9 mace per cent. having to be paid to the Custom-house to make up the silver here current to the Haikwan standard.

Kiukiang, February 20, 1863.

# COMORO ISLANDS.

*Report by Mr. Consul Sunley upon the Trade of the Comoro Islands for the Year ending December* 31, 1862.

Only 14 vessels have been at Johanna this year, exclusive of Her Majesty's ships, viz.:—8 British merchant vessels, 1 French ditto, 5 American whalers.

Two cargoes of coals and stores for the use of Her Majesty's vessels are the only imports, and 130 tons of sugar the only export.

The wreck of the ship "Dream" of Glasgow (official number 33,184) on Aldebin on the 1st February, and of the brig "Rother" of London (official number 63), on the reef off Pomony harbour on the 26th March, were duly reported.

The cholera broke out in Johanna at the end of February, and carried off about 1,000 persons. The disease showed itself after the arrival of Her Majesty's ships "Orestes" and "Penguin" from Mauritius; the "Orestes" had a few cases of cholera on board. The cholera was unknown at Johanna, and the island was healthy before these vessels came; and it the disease were not brought to the island by them, it is singular that if should first appear soon after their arrival. There was no cholera at Mohilla and Mayotte, andt he town of Ytsanda, in Comoro, was the only place in that island that suffered from it. It is supposed to have been carried there by a show which left Johanna in March.

Very few native vessels have been to Mohilla and Comoro.

There is no increase in the export of sugar from Mayotte.

British Consulate, Johanna, January 2, 1863.

# DENMARK.

*Report by Mr. Consul Taylor on the Navigation, Trade, Agriculture, &c., of the Kingdom of Denmark, the Duchies of Schleswig and Holstein, and the Enclaves of Hamburg and Lubeck (included in the Custom's Union), for the year* 1861.

*Navigation.*—The total number of ships entered and cleared during the year 1861 amounted to 144,107, and they carried 1,008,494 lasts, or 2,016,989 tons of goods, which shew 44 ships less than in the previous year, but the increase on the amount of goods carried was nevertheless 99,825 tons.

On the foreign trade, as compared with 1860, there was an increase of 1,592 ships and 101,227 tons of goods carried. In the coasting there were 1,636 ships less employed, but the quantity of goods they carried was only 1,396 tons below that of the previous year.

The following Tables give the amount of shipping of each different nation employed in the carrying trade with Denmark, and it will be seen that the greater proportion of the trade with foreign countries, and the coasting trade almost exclusively, is carried on by the home shipping; this has, however, only reference to sailing ships, the Danish steamers carrying only the smaller proportion of goods falling in the foreign trade on this class of vessels.

## Shipping in the Foreign Trade of Denmark.

| Nationality. | Entered. | | | | | Cleared. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Number. | Registered | | Goods Carried. | | Number. | Registered | | Goods Carried | |
| | | Lasts. | Tons. | Lasts. | Tons. | | Lasts. | Tons. | Lasts. | Tons. |
| Sailing Ships— | | | | | | | | | | |
| American | 1 | 359½ | 719 | 359½ | 719 | 1 | 359½ | 719 | .. | .. |
| Belgian | 1 | 48 | 96 | 1 | 2 | 3 | 93 | 186 | 51 | 102 |
| Bremen | 3 | 147 | 294 | 126½ | 253 | 1 | 109 | 218 | .. | .. |
| British | 282 | 23,969½ | 47,939 | 22,387½ | 44,675 | 273 | 23,542 | 47,084 | 1,850 | 3,700 |
| French | 16 | 656½ | 1,313 | 204½ | 409 | 18 | 756 | 1,512 | 342 | 684 |
| Hamburg | 561 | 5,987 | 11,974 | 2,996½ | 5,993 | 469 | 6,587 | 13,174 | 2,322½ | 4,645 |
| Hanoverian | 1,643 | 14,461½ | 28,923 | 9,199 | 18,398 | 1,652 | 14,082 | 28,164 | 5,767 | 11,534 |
| Heligoland | 77 | 234½ | 469 | 33 | 66 | 77 | 234 | 468 | 55½ | 111 |
| Dutch | 254 | 9,215 | 18,430 | 7,386½ | 14,773 | 251 | 8,889 | 17,778 | 3,073½ | 6,147 |
| Lubeck | 111 | 1,054½ | 2,109 | 914½ | 1,829 | 112 | 1,024½ | 2,049 | 350½ | 701 |
| Mecklenburg. | 152 | 8,958 | 17,916 | 8,529½ | 17,059 | 152 | 9,093½ | 18,187 | 538½ | 1,077 |
| Norwegian | 1,755 | 29,834½ | 59,669 | 28,504½ | 57,009 | 1,784 | 30,533½ | 61,067 | 8,690½ | 17,381 |
| Oldenburg | 23 | 870½ | 1,741 | 693 | 1,386 | 19 | 709 | 1,418 | 225½ | 451 |
| Prussian | 870 | 33,400½ | 66,801 | 32,777½ | 65,555 | 857 | 33,060 | 66,120 | 1,502½ | 3,005 |
| Russian | 268 | 23,461½ | 46,923 | 22,826½ | 45,653 | 273 | 23,968½ | 47,937 | 718 | 1,436 |
| Spanish | 1 | 124½ | 249 | 124½ | 249 | 1 | 124½ | 249 | .. | .. |
| Swedish | 2,446 | 45,866 | 91,732 | 43,622½ | 87,245 | 2,433 | 44,831½ | 89,663 | 4,747½ | 9,495 |
| Danish | 15,442 | 234,721 | 469,442 | 191,617½ | 383,235 | 14,814 | 222,330 | 444,660 | 116,305½ | 232,611 |
| Steamers— | | | | | | | | | | |
| Danish | 311 | .. | .. | 3,892 | 7,784 | 509 | .. | .. | 2,634 | 5,268 |
| Foreign | 1,014 | .. | .. | 17,218½ | 34,437 | 1,512 | .. | .. | 38,230 | 76,460 |
| Ships calling | 1,296 | .. | .. | 2,384 | 4,768 | 936 | .. | .. | 7,055½ | 14,111 |
| Total | 26,527 | 433,369½ | 866,739 | 395,748½ | 791,497 | 26,149 | 420,326½ | 840,653 | 194,459½ | 388,919 |

## Shipping in the Coasting Trade of Denmark.

| Nationality. | Entered. | | | | | Cleared. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Number. | Registered | | Good Carried. | | Number. | Registered | | Goods Carried. | |
| | | Lasts. | Tons. | Lasts. | Tons. | | Lasts. | Tons. | Lasts. | Tons. |
| Sailing Ships— | | | | | | | | | | |
| Bremen | .. | .. | .. | .. | .. | 1 | 20½ | 41 | .. | .. |
| British | 16 | 782 | 1,564 | 79½ | 159 | 12 | 552½ | 1,105 | .. | .. |
| Hamburg | 43 | 651 | 1,302 | 205 | 410 | 35 | 538 | 1,076 | 185 | 370 |
| Hanoverian | 86 | 1,240½ | 2,481 | 181 | 362 | 78 | 1,150 | 2,300 | 73½ | 147 |
| Heligoland | 1 | 4 | 8 | .. | .. | 1 | 7½ | 15 | .. | .. |
| Dutch | 57 | 1,725 | 3,450 | 280 | 560 | 60 | 1,808½ | 3,617 | 229 | 458 |
| Lubeck | 3 | 21½ | 43 | 10½ | 21 | 2 | 22 | 44 | .. | .. |
| Mecklenburg | 3 | 106½ | 213 | 94 | 188 | 4 | 28 | 56 | 25 | 50 |
| Norwegian | 37 | 870 | 1,740 | 211 | 422 | 35 | 839½ | 1,679 | 86½ | 173 |
| Oldenburg | 3 | 89 | 178 | .. | .. | 4 | 89½ | 179 | .. | .. |
| Prussian | 5 | 93½ | 187 | 27 | 54 | 12 | 314½ | 629 | 150½ | 301 |
| Russian | .. | .. | .. | .. | .. | 3 | 153½ | 307 | .. | .. |
| Swedish | 53 | 1,280½ | 2,561 | 245½ | 491 | 45 | 1,152½ | 2,305 | 172 | 344 |
| Danish | 39,290 | 341,898 | 683,796 | 177,633 | 355,266 | 40,421 | 353,788½ | 707,577 | 167,286½ | 334,573 |
| Steamers— | | | | | | | | | | |
| Danish | 3,579 | .. | .. | 28,833 | 57,666 | 3,208 | .. | .. | 28,711½ | 57,423 |
| Foreign | 184 | .. | .. | 1,196 | 2,392 | 134 | .. | .. | 1,151 | 2,302 |
| Ships calling— | | | | | | | | | | |
| Danish | 1,588 | .. | .. | 2,137½ | 4,275 | 1,944 | .. | .. | 9,079 | 18,158 |
| Foreign | 206 | .. | .. | 4 | 8 | 278 | .. | .. | .. | .. |
| Total | 45,154 | 348,761½ | 697,523 | 211,137 | 422,274 | 46,277 | 360,465 | 720,930 | 207,149½ | 414,209 |

The employment of British shipping is principally in the direct trade between Great Britain and Denmark, and this chiefly in the carriage of coals to the port of Copenhagen.

British sailing ships in the direct trade carried in the year 1861, 46,396 tons of goods, being 20,410 tons more than in the previous year; 257 ships with 43,382 tons having entered from, and 66 ships with 3,014 tons of goods having cleared for Great Britain.

The total trade with Great Britain amounted to 446,114 tons of goods, or 89,892 tons more than in 1860, of which the Danish shipping carried 313,877 tons, or 70·4 per cent., this proportion being, however, somewhat less than in the previous year, when Danish ships carried 80·7 per cent. of the total quantity of goods.

In the total foreign trade the Danish shipping carried 615,846 tons of goods, or an increase of 51,688 tons on the previous year.

The carrying trade between Denmark and the following countries amounted as follows:—

| Nationality. | Registered Tonnage. | As compared with 1860. | |
|---|---|---|---|
| | | Increase. | Decrease. |
| | | Tons. | Tons. |
| Norway .. .. .. .. .. | 126,262 | .. | 3,478 |
| Sweden .. .. .. .. .. | 100,080 | .. | 11,976 |
| Prussia .. .. .. .. .. | 68,855 | 7,411 | .. |
| Russia .. .. .. .. .. | 49,018 | .. | 11,592 |
| Hamburg .. .. .. .. | 36,066 | 1,580 | .. |

The shipping trade of the principal ports was in 1861 as follows:—

| | Ships. | Import and Exports of Goods. | On 1860. | |
|---|---|---|---|---|
| | | | Increase. | Decrease. |
| | | Tons. | Tons. | Tons. |
| Copenhagen .. .. .. | 15,917 | 404,820 | 20,960 | .. |
| Altona .. .. .. .. | 12,699 | 227,378 | 1,278 | .. |
| Kiel .. .. .. .. | 6,246 | 101,164 | 1,286 | .. |
| Flensburg .. .. .. | 3,586 | 66,737 | .. | 295 |

The shipping registered in Denmark and the Duchies at the close of the year 1861 was:—

| | Ships. | Registered Tonnage. | Increase. | | Decrease. | |
|---|---|---|---|---|---|---|
| | | | Ships. | Tons. | Ships. | Tons. |
| Denmark .. .. | 2,763 | 138,146 | .. | .. | 7 | 846 |
| Schleswig .. .. | 1,539 | 60,607 | .. | .. | 4 | 917 |
| Holstein .. .. | 1,377 | 47,361 | 37 | 1,539 | .. | .. |

of which were steamers:—In Denmark 44, registered tonnage 4,258, and 2,598 horse-power; in Schleswig 16, registered tonnage 1,033, and 696 horse-power, making an increase, on 1860, in Denmark of 1 steamer and 98 tons register, but a decrease of 90 horse power; in Schleswig the number and power remained the same, with an increase of 11 tons on their register.

*Ports and Harbours.*—But little information has to be given on the subject of harbours in addition to the report made last year. The works on the extended harbour at this place were completed in the summer of 1862, and a patent slip was commenced, which will shortly be ready.

This slip is 385 feet working length, and 54 feet wide, and is sufficiently well and substantially built in the foundation to receive ships of any class.

It is the only perfect patent slip in existence in this country (or I believe it may be added in any of the Baltic harbours), and will prove of great accommodation to the shipping, affording as it will, much facility in the repair of ships which have sustained damage. The difficulties, however, as referred to in a former report, arising at the mouth of the harbour for the entrance in particular of long screw steamers, still exist, and in proof of the opinion held by masters on this point, only six vessels of this class, out of several hundred which pass annually, entered this harbour in 1862, either for coaling or other purposes; indeed the masters, one and all, declare they will not take upon themselves the risk to which their ships would be exposed of coming into collision with the piers if they enter with half speed, or with other ships lying in the harbour did they come at full speed.

A memorial from the Committee of Steam Shipping at Hull to the Harbour Commissioners at this port on this subject, was presented through the Consulate in 1862, in which memorial the importance of Elsinore as a place for coaling was referred to, and the desire of the owners that their ships should call here for this purpose in preference to Copenhagen, provided the entrance to the harbour were made safe; but although this memorial was forwarded to the Government, no measures have hitherto been taken to carry out the alteration which is required, in the direction of the outer point of the south pier, to make the entrance safe for all classes of ships; the Government civil engineers persisting, in spite of the opinion of all nautical men to the contrary, that the entrance is perfectly safe.

In the meantime the loss to this town, and to the owners of steam shipping engaged in the Baltic trade in time and expense, is great; and when the works (which are to be commenced this year) for improving the harbour of Helsingborg, on the opposite side of the sound, are completed, and that harbour is made capable of receiving large steam-ships, it is to be feared that port will take the greater portion of the steam coaling trade now very extensive at Copenhagen, and which might be secured to Denmark were the harbour of Elsinore made what it might become, favoured as it is by deep water, free from all obstructions, immediately outside the south pier.

*Lighthouses and Lights.*—The light-ship at the entrance to the River Eider was removed on the 1st July 1861, to the so-called southern landlock.

## Trade and Commerce.

*Exports.*—The total value of the exports amounted to 39,312,361 rdrs., or 4,368,040*l.*, calculated at the official prices, which are much below the average market prices of all articles. It is presumed that the principal articles of export, calculated at market prices, would alone give an increased value of 1,700,000*l.* The quantity of the exports, as given in weight, amounted to about 18,000 tons, and in official value to about 10,740*l.* more than in 1860, whereas in actual value they would be something less, the market prices having ruled a little lower in 1861.

Of these exports there fell on the:—

| | Rdrs. | | £ |
|---|---|---|---|
| Kingdom of Denmark .. .. .. | 19,186,125 | or | 2,131,791 |
| Of which Copenhagen, .. .. | 7,062,893 | | 784,766 |
| Duchy of Schleswig .. .. .. | 4,862,110 | | 540,235 |
| Duchy of Holstein.. .. .. .. | 15,056,595 | | 1,672,955 |
| Enclaves of Hamburg and Lubeck .. | 207,531 | | 23,059 |

The quantity and value of the principal articles of export were as follows:—

| | Danish. | English. | Value. | |
|---|---|---|---|---|
| | | | Rdrs. | £ |
| Bones .. .. .. | lbs. 6,887,503 | tons 3,444 | 68,876 | 7,653 |
| Spirits of Corn and Potatoes .. .. .. | vrtler 260,625 | gals. 445,062 | 347,500 | 38,611 |
| Bread .. .. .. | lbs. 1,343,318 | tons 672 | 80,598 | 8,956 |
| Horses .. .. .. | head 14,430 | head 14,430 | 1,082,250 | 120,250 |
| Cattle .. .. .. | „ 40,289 | „ 40,289 | 2,417,340 | 268,593 |
| Calves .. .. .. | „ 11,881 | „ 11,881 | 190,096 | 21,122 |
| Sheep, Lambs, &c. .. | „ 45,079 | „ 45,079 | 135,237 | 15,026 |
| Pigs and Swine .. .. | „ 47,523 | „ 47,523 | 473,277 | 52,586 |
| Meat, salted .. .. | lbs. 2,685,726 | tons 1,343 | 315,398 | 35,100 |
| Pork, salted .. .. | „ 4,858,958 | „ 2,429 | 583,072 | 64,786 |
| Corn and Grain .. .. | bls. 3,611,454 | qrs. 1,736,276 | 16,111,512 | 1,790,168 |
| Horse Beans .. .. | „ 55,567 | „ 26,715 | 277,835 | 30,871 |
| Potatoes .. .. .. | „ 95,848 | tons 9,584 | 95,848 | 10,650 |
| Linseed .. .. .. | „ 2,354 | qrs. 1,131 | 15,302 | 1,700 |
| Rapeseed .. .. .. | „ 177,739 | „ 85,451 | 1,421,912 | 157,990 |
| Butter .. .. .. | „ 86,726 | tons 9,780 | 4,336,300 | 481,811 |
| Cheese .. .. .. | lbs. 1,256,628 | „ 628 | 125,663 | 13,963 |
| Skins and Hides.. .. | „ 4,176,789 | „ 2,088 | 1,224,794 | 136,088 |
| Wool .. .. .. | „ 3,593,988 | „ 1,796 | 586,713 | 65,190 |
| Oil .. .. .. | „ 985,612 | „ 492 | 150,376 | 16,708 |
| Oilcakes .. .. .. | „ 22,001,303 | „ 11,000 | 440,028 | 48,892 |
| Bricks .. .. .. | No. 6,470,963 | No. 6,470,963 | 54,174 | 6,019 |
| Paper-stuff .. .. | lbs. 957,744 | tons 479 | 57,464 | 6,385 |
| Total .. .. | .. | .. | 30,592,065 | 3,399,118 |

2,000 Danish lbs. = 1 ton.
1 „ viertel = $1\frac{7}{16}$ gallon.
2·08 „ barrel = 1 quarter.
1 barrel potatoes about 2 cwt.
„ butter „ 248 lbs. English.

As compared with 1860 there were exported of spirits, 145,743 gallons; 1,191 horses, 1,905 sheep; grain, 130,445, beans, 6,900, and rapeseed, 21,067 quarters; potatoes, 482, and butter, 351 tons more. Of bones, 582 tons; cattle, 14,202, pigs and swine, 20,827 head; meat 94, pork, 1,112, skins and hides, 401, and paper-stuff, 622 tons less.

The value of exports to the different principal countries amounted as follows:—

| | From Denmark. | | From Schleswig. | | From Holstein. | |
|---|---|---|---|---|---|---|
| | Rdrs. | £ | Rdrs. | £ | Rdrs. | £ |
| Great Britain .. | 7,354,490 | 817,166 | 2,493,372 | 277,041 | 941,273 | 104,586 |
| Norway .. .. | 3,284,592 | 364,955 | 203,914 | 22,657 | 88,992 | 9,888 |
| Sweden .. .. | 2,964,340 | 329,371 | 79,666 | 8,852 | 37,941 | 4,216 |
| Holland .. .. | 967,582 | 107,509 | 230,120 | 25,569 | 309,618 | 34,402 |
| Belgium .. .. | 667,068 | 74,118 | 185,320 | 20,591 | 485,658 | 53,962 |
| Hamburg .. .. | 623,959 | 69,329 | 598,195 | 66,466 | 8,570,953 | 952,329 |
| Iceland .. .. | 623,979 | 69,331 | 5,748 | 639 | .. | .. |
| Prussia .. .. | 610,263 | 67,807 | 61,909 | 6,878 | 213,090 | 23,677 |
| Altona and Wandsbeck .. .. | 279,836 | 31,093 | 610,667 | 67,852 | 2,824,909 | 313,878 |
| France .. .. | 254,040 | 28,227 | 104,084 | 11,565 | 49,519 | 5,502 |
| Lubeck .. .. | 106,822 | 11,869 | 36,108 | 4,012 | 660,324 | 73,369 |

The total value of the imports was rdrs., 66,460,818 or 7,384,535*l.*, being 452,198*l.* more than in 1860. The quantity of goods imported

amounted to 2,044,827,774 lbs., or 1,022,414 tons, which is 115,133 tons greater than in the previous year.

This trade fell on the different divisions of the country in the following proportions, viz. :—

| | Rdrs. | £ |
|---|---|---|
| Kingdom of Denmark .. .. .. .. | 39,220,453 | or 4,357,828 |
| Of which Copenhagen .. .. .. | 25,365,824 | 2,818,425 |
| Duchy of Schleswig .. .. .. .. | 10,135,830 | 1,126,203 |
| Duchy of Holstein .. .. .. .. | 16,677,443 | 1,853,049 |
| Enclaves of Hamburg and Lubeck .. .. | 427,092 | 47,455 |

The quantity and value of the principal articles imported were as follow :—

| | Danish. | | English. | | Value. | |
|---|---|---|---|---|---|---|
| | | | | | Rdrs. | £ |
| Ashes .. .. .. | lbs. | 8,543,473 | tons | 4,272 | 1,067,934 | 118,659 |
| Ribbons .. .. | ,, | 135,376 | ,, | 67 | 767,710 | 85,301 |
| Cotton Yarns .. .. | ,, | 5,226,383 | ,, | 2,613 | 3,520,038 | 391,115 |
| Cotton Goods .. .. | ,, | 2,461,420 | ,, | 1,231 | 3,006,841 | 334,094 |
| Firewood .. .. | faths. | 25,634 | faths. | 25,634 | 179,438 | 19,938 |
| Spirits .. .. | viertler | 350,576 | gals. | 595,975 | 857,965 | 95,329 |
| Chryolith .. .. | lbs. | 1,181,248 | tons | 590 | 147,656 | 16,406 |
| Fish .. .. .. | ,, | 10,381,631 | ,, | 5,191 | 621,218 | 69,024 |
| Fruits, dried .. .. | ,, | 3,541,613 | ,, | 1,771 | 525,854 | 58,428 |
| Sowing Seed .. .. | ,, | 3,242,211 | ,, | 1,621 | 518,752 | 57,639 |
| Fancy Goods .. .. | ,, | 51,207 | ,, | 25 | 256,035 | 28,448 |
| Manures .. .. | ,, | 17,064,181 | ,, | 8,532 | 170,640 | 18,960 |
| Glass wares .. .. | ,, | 2,938,087 | ,, | 1,469 | 274,129 | 30,459 |
| Hemp .. .. | ,, | 5,337,132 | ,, | 2,668 | 749,343 | 83,260 |
| Flax .. .. .. | ,, | 1,106,141 | ,, | 553 | 248,181 | 27,576 |
| Linseed .. .. | barls. | 81,070 | qrs. | 38,976 | 526,956 | 58,551 |
| Iron and Iron wares .. | lbs. | 84,767,276 | tons | 42,383 | 6,411,747 | 712,416 |
| Indigo .. .. | ,, | 165,998 | ,, | 83 | 497,994 | 55,333 |
| Coffee .. .. | ,, | 21,503,983 | ,, | 10,752 | 3,225,598 | 358,400 |
| Potatoes .. .. | barls. | 124,740 | ,, | 12,474 | 124,740 | 13,860 |
| Clothing .. .. | lbs. | 97,697 | ,, | 49 | 437,472 | 48,608 |
| Grain, Flour, and Meal | barls. | 773,024 | qrs. | 371,646 | 3,413,976 | 379,331 |
| | lbs. | 244,513 | tons. | 122 | | |
| Linen Yarn .. .. | ,, | 689,435 | ,, | 345 | 483,077 | 53,675 |
| Linen Goods .. .. | ,, | 2,441,487 | ,, | 1,221 | 959,168 | 106,574 |
| Machinery .. .. | ,, | 1,246,017 | ,, | 623 | 199,360 | 22,151 |
| Oils .. .. .. | ,, | 2,159,705 | ,, | 1,079 | 304,082 | 33,787 |
| Paper .. .. | ,, | 937,351 | ,, | 469 | 196,799 | 21,867 |
| Rice, Rice-meal, and Paddy .. .. | ,, | 12,370,185 | ,, | 6,185 | 1,364,059 | 151,562 |
| Currants and Raisins .. | ,, | 2,457,666 | ,, | 1,229 | 270,343 | 30,038 |
| Salt .. .. .. | ,, | 39,656,943 | ,, | 19,828 | 285,317 | 31,702 |
| Silk and Silken wares .. | ,, | 107,245 | ,, | 53 | 1,094,394 | 121,599 |
| Skins and Hides .. | ,, | 3,581,818 | ,, | 1,791 | 1,034,074 | 114,897 |
| Steel .. .. .. | ,, | 877,311 | ,, | 438 | 199,614 | 22,179 |
| Coals .. .. .. | ,, | 842,971,200 | ,, | 421,485 | 3,687,998 | 409,778 |
| Earthenware .. .. | ,, | 2,620,883 | ,, | 1,310 | 419,342 | 46,594 |
| Sugar, Syrup, and Molasses .. .. | ,, | 51,734,087 | ,, | 25,867 | 5,975,529 | 663,948 |
| Tea .. .. .. | ,, | 835,378 | ,, | 417 | 469,900 | 52,211 |
| Tobacco, raw and manufactured .. | ,, | 9,560,320 | ,, | 4,780 | 2,119,312 | 235,479 |
| Train Oil .. .. | ,, | 3,551,265 | ,, | 1,775 | 352,718 | 39,191 |
| Timber, Deals, &c. .. | ,, | 429,109,348 | ,, | 214,554 | 3,229,672 | 358,853 |
| Wool .. .. .. | ,, | 1,267,917 | ,, | 634 | 253,583 | 28,176 |
| Woollen Yarn .. .. | ,, | 270,908 | ,, | 135 | 667,659 | 74,184 |
| Woollen Goods .. | ,, | 1,847,346 | ,, | 923 | 6,632,493 | 736,944 |
| Wines .. .. .. | viertler | 328,515 | gals. | 558,472 | 554,314 | 61,590 |

Between the imports of 1861 and those of the previous year, the

differences of any note were, on linseed, 22,835, and grain, 167,385 quarters; iron and iron wares, 7,709, coffee, 1,415, rice, rice meal, and paddy, 1,074, skins and hides, 324, sugar, 568, wool, 119, woollen goods, 127, and coals, 121,978 tons more; ashes 535, salt, 3,773, currants and raisins, 382, tobacco, 489, and timber, deals, &c., 23,979 tons; and spirits, 44,285 gallons less.

The value of the imports from the principal countries was:—

| From. | To Denmark. | | To Schleswig. | | To Holstein. | |
|---|---|---|---|---|---|---|
| | Rdrs. | £ | Rdrs. | £ | Rdrs. | £ |
| Great Britain .. | 10,854,189 | 1,206,021 | 1,592,875 | 176,986 | 996,531 | 110,725 |
| Hamburg .. | 9,001,157 | 1,000,128 | 4,946,180 | 549,575 | 10,063,774 | 1,118,197 |
| Norway .. .. | 2,389,616 | 265,513 | 52,041 | 5,782 | 6,731 | 748 |
| Sweden .. .. | 1,788,594 | 198,733 | 640,408 | 71,156 | 208,826 | 23,203 |
| Prussia .. .. | 2,261,345 | 251,260 | 475,701 | 52,856 | 457,005 | 50,778 |
| Russia .. .. | 1,921,000 | 213,444 | 502,156 | 55,795 | 140,770 | 15,641 |
| Danish West Indies . .. | 1,874,949 | 208,327 | 78,399 | 8,711 | 3,731 | 414 |
| Holland.. .. | 743,183 | 82,576 | 123,115 | 13,679 | 49,949 | 5,549 |
| South America.. | 1,655,681 | 183,965 | 68,038 | 7,559 | 180,649 | 20,072 |
| Foreign West Indies . .. | 1,198,819 | 133,202 | .. | .. | 220,912 | 24,546 |
| Belgium . .. | 413,146 | 45,905 | 16,343 | 1,816 | 1,965 | 218 |
| Iceland .. .. | 437,209 | 48,579 | 3,208 | 356 | .. | .. |
| Lubeck .. .. | 838,702 | 93,189 | 136,808 | 15,201 | 858,296 | 95,366 |
| Altona and Wandsbeck .. | 468,150 | 52,017 | 890,664 | 98,963 | 2,409,226 | 267,691 |
| France .. .. | 447,540 | 49,726 | 598 | 66 | 4,718 | 524 |
| Bremen.. .. | 634,206 | 70,467 | 503,633 | 55,959 | 437,009 | 48,556 |
| Greenland .. | 537,519 | 59,724 | .. | .. | .. | .. |
| Mecklenburg .. | 257,143 | 28,571 | 3,945 | 438 | 93,368 | 10,374 |
| Faro Islands .. | 185,887 | 20,654 | .. | .. | .. | .. |
| United States .. | 179,971 | 19,997 | 53,460 | 5,940 | .. | .. |

The exports to Great Britain were 85,826*l.* less; the imports from thence 252,612*l.* more in value than in 1860. The exports to Hamburg 172,802*l.* less; the imports from thence 152,935*l.* more.

*Trade.*—As in the previous year, trade operations were confined principally to supplying the wants of the country, and disposing of its surplus of agricultural produce. The political differences existing between Austria and Italy, and between Denmark and Germany, which at the commencement of 1861 looked very threatening, and the disturbances which subsequently broke out in the United States, had little effect upon the trade of this country, and business went on very smoothly throughout the whole year, only trifling fluctuations in the prices of either colonial or home produce having taken place.

The only financial operation of any importance was the negotiation of a loan of $4,000,000, or 444,000*l.*, part of which was taken over by the National Bank at 93½ per cent., the rest having been brought into the market by the Zealand Railway Company, on whose account it was raised, for the purposes of the intended railway between Copenhagen and Elsinore.

The most important articles of foreign produce brought into the markets were, as usual, sugar, coffee, rice, and rum.

Of sugar there was a good stock at the commencement of the year, and as the accounts from St. Croix gave prospects of a good harvest, there was little desire shown to purchase; the trade in this article was therefore very dull until the new sugars came into the market in the month of April, when the prices paid were from rdrs. 14·56 to 17·42 per 100 lbs., or 32*s.* 7½*d.* to 39*s.* 0¼*d.* per cwt.; the prices, however, fell gradually until the month of July, when a more lively demand took place, and

a steady business continued throughout the rest of the year, the prices closing at rdrs. 13·52 for ordinary, and rdrs. 16·64 for fine St. Croix, per 100 lbs., or 30*s.* 3⅝*d.* and 37*s.* 3½*d.* per cwt. The stock remaining on hand at the close of the year was the same as for the previous year, 2,750 tons.

Coffee was again an important article in the market, in particular Brazilian sorts, for which there is the greatest demand, both for the home consumption, and for export to Sweden and Norway; and in the finer descriptions there was a pretty brisk business throughout the year, the prices keeping steady at rdrs. 28·12 to 29·16 per 100 lbs., or 62*s.* 11¼*d.* to 65*s.* 3¼*d.* per cwt., in bond, during most part of the time, and closing at rdrs. 30·20, or 67*s.* 7¼*d.* For middling sorts of Brazilian, the prices varied frequently, but not to any extent, and they were lowest during the month of September, when good middling was purchased at rdrs. 25 per 100 lbs., or 55*s.* 11¼*d.* per cwt. in bond. Of ordinary descriptions, a deal was imported, both direct and indirect, but they found little sale, although offered at rdrs. 18·72, or 41*s.* 11½*d.* at the period when the better sorts were selling at their highest price.

Of Domingo coffee, only 4,480 bags were imported direct during the year, and were sold to speculators at rdrs. 29·64 per 100 lbs., or 66*s.* 4¾*d.* per cwt., duty paid, but good flavoured coffee becoming very scarce in the autumn, and the prices for Java ruling very high in the foreign markets, good Domingo rose at the close of the year as high as rdrs. 35·90, or 80*s.* 5*d.*, duty paid. The only imports of Java coffee were from Holland, and the prices ruled from rdrs. 33·32 to 39·56 per 100 lbs., or 74*s.* 7*d.* to 88*s.* 7*d.* per cwt. for yellow, duty paid.

The stock of coffee at the close of the year amounted to about 1,390 tons.

*Rum.*—Although the stocks at commencement of the year only consisted of 400 puncheons, there was little demand for this article, and in the month of April the price had receded to 50 rdrs. per 30 viertels, or 2*s.* 2⅓*d.* per gallon in bond. The new imports which then took place were held sometime in hand in hopes of a better market, but prices continued to fall, and in August 200 puncheons were sold, both from the ship and from bond, at rdrs. 38, or 1*s.* 8*d.*, per gallon, which price caused some speculation, and prices again rose to rdrs. 45, or 1*s.* 11⅝*d.*, per gallon, at which rate they remained until the close of the year, when the stock in hand amounted to 675 puncheons; the import during the year having consisted of 2,950 puncheons, or 700 puncheons more than in the previous year.

## Iceland Produce.

*Wool.*—For several years past, Iceland wool has been more and more sought for by the English manufacturers, and such proved the case at the early part of the season, when offers were made from that quarter, in the month of April, of 1*s.* to 1*s.* 0½*d.* per lb. English, nett, for this article, delivered in England direct; and in May even 1*s.* 1*d.* and 1*s.* 1¾*d.* was offerred, but without these prices being accepted by the sellers in this country. In the meantime, affairs in the United States became more serious, and probably confined the operations of the manufactories in England, as there appeared less desire to purchase, and in June prices fell 1½*d.* to 2*d.* per lb. In July, however, there arose some demand for this article, and in August, bargains were closed at 1*s.* 1½*d.* for prime, and 1*s.* 0¾*d.* for seconds, white, as also 10¾*d.* to 10½*d.* for mixed wool per lb. English, delivered in England direct. The new imports which arrived here in August were sold to Sweden at 163 to 164 rdrs. per sklb., or 113*s.* 11¼*d.* to 114*s.* 8¼*d.* per cwt. for prime white wool, but subsequently rose to rdrs. 170, or 118*s.* 10½*d.*, at whice price the greater part of the

arrivals from the northern districts were sold, part to Sweden and part to England. The Southland and Westland wool at the same time went off heavily at 154 to 162 rdrs. per skpd., or 107*s.* 8¼*d.* to 113*s.* 3½*d.* per cwt., and a deal remained unsold in December, when a small parcel was realised at rdrs. 138, or 96*s.* 6*d.*, and several holders exported on their own account to England. The import was 50 skpd., or 8 tons more than in 1860; and the stock left on hand at the close of 1861, consisted principally of second sorts.

*Train Oil.*—The stock from 1860 was realised early in spring at rdrs. 28, or 62*s.* 7¾*d.* per barrel for light sea calf (shark), free from sediment, but the demand for the article was small, owing to the advices from Iceland giving prospects for a favorable catch, sales for delivery were only, therefore, made at rdrs. 27¾. or 62*s.* 1¼*d.* with difficulty. On the arrival, however, of the sealing ships with only small catches, and much demand arising in the Duchies on account thereof, the price rose to rdrs. 29, or 64*s.* 10¾*d.*, per barrel, and in the month of November they had reached rdrs. 34, or 76*s.* 0¾*d.*, for light, and rdrs. 29, or 64*s.* 10¾*d.*, for brown oil. The import was 7,300 barrels, or 600 more than in 1860.

*Stockfish.*—The quantity on hand from 1860 was only 16 tons in the hands of the retailers; and no business was done in this article until the new arrivals took place in July, when rdrs. 29 per skpd., or 20*s.* 3¼*d.* per cwt. was paid. In August, as high as rdrs. 33, or 23*s.* 1*d.* was given, but large arrivals taking place, the price again fell gradually, and in October, the article only fetched rdrs. 25, or 17*s.* 5¾*d.*; in November, however, a demand took place for export, and prices went up to rdrs. 28½, or 19*s.* 6¾*d.* The imports were 80 tons less than in 1860, in which year they were 300 tons short of the previous one.

## Greenland Produce.

*Train Oil.*—The stock from 1860 was 4,100 barrels; and the import in 1861, 8,200 barrels, or 300 barrels larger than the previous year. The prices realised were the same as for Iceland oil.

*Seal Skins.*—The stock in hand was 15,900 skins, and the import amounted to 30,500, or about 9,300 skins more than in 1860. The prices paid at the Greenland Company's auctions were:—

| | May Sale. | | | | November Sale. | | | |
|---|---|---|---|---|---|---|---|---|
| | sk. | sk. | *d.* | *d.* | sk. | sk | *d.* | *d.* |
| 1st sort .. .. per skin | 87 | to 91 | or 24⅓ | to 25⅞ | 73 | to 76 | or 20⅜ | to 21¼ |
| 2nd sort .. .. „ | 45 | 52 | 12¼ | 14½ | | 48 | 13⅜ | |
| 3rd sort .. .. „ | 37 | 40 | 10 5/14 | 11⅕ | 28 | 33 | 7⅞ | 9¼ |

*Reindeer Skins.*—The import consisted of only 425 skins, or 275 less than 1860, and 775 skins less than in 1859. Only one sale was held, namely, in November, there having been none on hand from the previous year, and the prices paid were:—

| | Rdrs. sk. | | | Rdrs. sk. | | | *s.* | *d.* | | *s.* | *d.* |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1st sort .. .. per skin | 6 | 48 | to | 7 | 0 | or | 14 | 6¾ | to | 15 | 8 |
| 2nd sort .. .. „ | 6 | 0 | | 6 | 16 | | 13 | 5 | | 13 | 9½ |
| 3rd sort .. .. „ | .. | | | 6 | 24 | | 13 | 11¾ | | .. | |
| 4th sort .. .. „ | .. | | | 2 | 8 | | 4 | 8 | | .. | |

*Fox Skins.*—The stock in hand was 160 skins; the import 1,690 skins, or 400 less than 1860, and the prices paid were as follow:—

| | May Sale. | | | | November Sale. | | | |
|---|---|---|---|---|---|---|---|---|
| Blue Skins: | Rdrs. sk. | | s. | d. | Rdrs. sk. | | s. | d. |
| 1st sort .. .. per skin | 16 | 56 or | 37 | 1¾ | 14 | 64 or | 32 | 10 |
| 2nd sort .. .. „ | 11 | 0 „ | 24 | 7½ | 9 | 8 „ | 20 | 4 |
| 3rdsort .. .. „ | 5 | 0 „ | 11 | 2¾ | 4 | 0 „ | 8 | 11½ |
| 4thsort .. .. „ | 1 | 47 „ | 3 | 4¼ | 1 | 48 „ | 3 | 4¼ |
| White Skins: | | | | | | | | |
| 1st sort .. .. „ | 2 | 25 „ | 5 | 0¾ | 2 | 0 „ | 4 | 6 |
| 2nd sort .. .. „ | 1 | 52 „ | 3 | 5½ | 1 | 24 „ | 2 | 9¾ |
| 3rd sort .. .. „ | 0 | 80 „ | 1 | 10⅝ | 0 | 57 „ | 1 | 4 |

*Eiderdown* (*clean*).—Stock in hand, 460 lbs.; the import, 860 lbs., or 640 lbs. less than in 1860. At the May sale, rdrs. 692, or 15*s.* 7*d.* per lb., was paid. At the sale held in November, rdrs. 8·40, or 18*s.* 10*d.* per lb.

The prices of other principal articles of import in bond ruled during the year as follow :—

| | Currency. Danish Weight or Measure. | | | | Sterling. English Weight or Measure. | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Rdrs. sk. | | Rdrs. sk. | | s. | d. | s. | d. | |
| Potash, Russian .. per 100 lbs. | 11 | 44 to | 13 | 0 | 25 | 7¾ to | 29 | 1 | per cwt. |
| Guano .. .. „ | .. | | 8 | 0 | .. | | 17 | 10¾ | „ |
| Hemp, Petersburg, clean .. per 320 lbs. | 46 | 48 | 50 | 0 | 32 | 5⅝ | 34 | 11½ | „ |
| Riga, outshot .. „ | 48 | 48 | 54 | 48 | 33 | 11 | 38 | 1¼ | „ |
| Flax, droyan, rakitzka .. „ | 95 | 0 | 100 | 0 | 66 | 5¼ | 69 | 11⅞ | „ |
| Libau, 3 and 4 brand / Oberland crowns .. | Not quoted | | | | | | | | |
| Metals, Iron: | | | | | | | | | |
| Norwegian bar . „ | .. | | 24 | 64 | .. | | 17 | 3 | „ |
| Swedish fine .. „ | 14 | 0 | 16 | 0 | 9 | 9¼ | 11 | 2¼ | „ |
| Stafford bar .. „ | 12 | 48 | 13 | 64 | 8 | 9 | 9 | 7¼ | „ |
| Welch ditto .. „ | 10 | 48 | 11 | 64 | 7 | 4 | 8 | 2 | „ |
| Stafford hoop .. „ | 14 | 0 | 15 | 16 | 9 | 9½ | 10 | 7¼ | „ |
| English pig .. „ | .. | | 5 | 0 | .. | | 3 | 6 | „ |
| Copper, pure block „ | 133 | 0 | 160 | 0 | 93 | 1⅝ | 111 | 10⅜ | „ |
| Steel, Swedish .. per 100 lbs. | 8 | 48 | 10 | 0 | 19 | 0¼ | 22 | 4½ | „ |
| Tin, block .. „ | 62 | 48 | 64 | 48 | 139 | 10½ | 144 | 4 | „ |
| Zinc, ditto .. „ | 9 | 36 | 9 | 86 | 20 | 11½ | 22 | 1¾ | „ |
| Lead, sheet .. per 320 lbs. | 38 | 0 | 41 | 0 | 26 | 6⅞ | 28 | 8 | „ |
| „ pig .. „ | 33 | 0 | 35 | 0 | 23 | 0 1¾ | 24 | 5⅝ | „ |
| Indigo, Bengal .. per lb. | 3 | 0 | 5 | 48 | 6 | 8⅛ | 12 | 3⅝ | per lb. |
| Madras .. „ | 1 | 0 | 2 | 24 | 2 | 2⅜ | 5 | 0⅜ | „ |
| Oils, Olive, fine .. per 100 lbs. | 39 | 84 | 42 | 24 | 89 | 2¾ | 94 | 6½ | per cwt. |
| Palm .. .. „ | 21 | 84 | 22 | 88 | 48 | 11⅕ | 51 | 4 | „ |
| Linseed .. „ | 16 | 64 | 19 | 72 | 37 | 3½ | 44 | 2⅕ | „ |
| Rape, refined .. „ | 19 | 0 | 21 | 32 | 42 | 6¼ | 47 | 8⅞ | „ |
| Herrings, pickled Norwegian .. per barrel | 11 | 0 | 17 | 0 | 24 | 7⅛ | 38 | 0½ | per barrl. |
| Salt, St. Ybes .. per barrel of 256 lbs. | 1 | 16 | 1 | 72 | 1 | 0⅛ | 1 | 6⅛ | per cwt. |
| Liverpool .. .. | Not quoted | | | | .. | | .. | | |
| Coals, Scotch steam per last of 18 barrels | 33 | 0 | 39 | 0 | 29 | 3½ | 34 | 7 | per ton |
| English ditto .. „ | 23 | 0 | 29 | 0 | 19 | 0½ | 24 | 0½ | „ |
| „ small .. „ | 16 | 0 | 21 | 0 | 13 | 7⅞ | 17 | 5½ | „ |
| Tea, Congo .. per lb. | 0 | 48 | 1 | 18 | 1 | 1½ | 2 | 7¾ | per lb. |
| Hyson .. .. „ | 1 | 4 | 1 | 56 | 2 | 4 | 3 | 6¾ | „ |

N. B. Scotch coals 280 lbs. per barrel.
English „ 300 „ „

Danish Agricultural and other Produce for Export, free on board :—

| | Currency. Danish Weight or Measure. | | | | Sterling. English Weight or Measure. | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Rdrs. | sk. | Rdrs. | sk. | *s.* | *d.* | *s.* | *d.* | |
| Wheat .. .. per barrel | 7 | 30 | to 12 | 16 | 33 | 10 | to 56 | 9 | imp. qr. |
| Rye .. .. „ | 5 | 24 | 9 | 8 | 24 | 3 | 44 | 7¼ | „ |
| Barley .. .. „ | 4 | 48 | 6 | 64 | 21 | 0 | 31 | 1½ | „ |
| Oats .. .. „ | 2 | 80 | 5 | 0 | 13 | 2 | 23 | 3¼ | „ |
| Peas .. .. „ | 6 | 0 | 10 | 0 | 27 | 8½ | 46 | 8 | „ |
| Tares .. .. „ | 4 | 0 | 8 | 0 | 18 | 7½ | 37 | 3¾ | „ |
| Rapeseed .. .. „ | 10 | 0 | 14 | 0 | 46 | 6¾ | 65 | 3½ | „ |
| Potatoes .. .. „ | 1 | 32 | 4 | 0 | 1 | 5½ | 4 | 5¾ | per cwt. |
| Flour, wheaten .. „ | 10 | 30 | 16 | 0 | 13 | 6½ | 21 | 1 | „ |
| Butter .. .. „ | 54 | 0 | 102 | 0 | 54 | 7½ | 103 | 5¾ | „ |
| Manure, Copenhagen, Patent per 224 lbs. | .. | | 1 | 40 | .. | | 1 | 5 | „ |
| „ Phospate of Lime per 100 lbs. | .. | | 3 | 32 | .. | | 7 | 5½ | „ |
| Oak Bark .. per 320 lbs. | 5 | 0 | 7 | 48 | 3 | 6 | 5 | 3 | „ |
| Hides, salted, Cow per 16 lbs. | 2 | 32 | 2 | 88 | 32 | 7⅝ | 40 | 9½ | „ |
| „ „ Ox „ | 2 | 40 | 3 | 48 | 33 | 9⅜ | 48 | 11⅜ | „ |
| „ Horse .. „ | 5 | 0 | 7 | 0 | 69 | 11½ | 97 | 10¾ | „ |
| Calfskins, dried | | | | | | | | | |
| Sealand .. per dœger | 12 | 48 | 14 | 24 | 27 | 11⅜ | 31 | 10⅜ | |
| Jutland .. „ | 11 | 0 | 13 | 48 | 24 | 7½ | 30 | 2½ | |
| Lambskins, middling „ | 4 | 0 | 4 | 16 | 8 | 11½ | 9 | 3¾ | |
| Oilcakes : | | | | | | | | | |
| Rapeseed .. per ton | 39 | 0 | 50 | 0 | 87 | 3½ | 111 | 10⅜ | per ton. |
| Linseed .. „ | 62 | 0 | 78 | 0 | 134 | 8½ | 174 | 6½ | „ |
| Soda, chryolith .. per 100 lbs. | 2 | 16 | 2 | 48 | 4 | 10½ | 5 | 7½ | per cwt. |
| Corn Brandy .. per pot | 0 | 15 | 0 | 17½ | 1 | 7¾ | 1 | 10⅜ | per gal. |
| Spirits, rectified .. per 80 vrtlr. | 80 | 0 | 92 | 0 | 3 | 6 | 4 | 0⅜ | „ |
| Wool : | | | | | | | | | |
| Sealand, No. 1.. per 100 lbs. | 58 | 32 | 67 | 68 | 130 | 6½ | 151 | 6½ | per cwt. |
| „ No. 2.. „ | 37 | 48 | 50 | 0 | 83 | 11 | 111 | 10⅝ | „ |
| Jutland : | | | | | | | | | |
| Summer .. „ | 51 | 0 | 59 | 32 | 114 | 1½ | 132 | 9½ | „ |
| Winter .. „ | 58 | 32 | 64 | 48 | 130 | 6½ | 144 | 4 | „ |
| Lamb's .. .. „ | 58 | 32 | 66 | 64 | 130 | 6½ | 149 | 2½ | „ |
| Pork, salted : | | | | | | | | | |
| English, packed in oak barrels (per barrel of 180 lbs.) | 35 | 0 | 41 | 0 | 48 | 6½ | 50 | 11¾ | „ |
| Beef, ditto .. „ | 27 | 0 | 28 | 0 | 33 | 6⅞ | 34 | 9½ | „ |

*Banks.*—No new banks were established in 1861.

The dividend paid by the National Bank amounted to 5¼ per cent. That of the Private Share Bank, 6¾ per cent., and the Share and Loan Bank, 5 per cent.

The monthly rates of exchange for bills on London were per £ sterling.

| | Sight Bills. | | | | Three Months' Date. | | | |
|---|---|---|---|---|---|---|---|---|
| | Rdrs. | sk. | Rdrs. | sk. | Rdrs. | sk. | Rdrs. | sk. |
| January .. .. | From 8 | 86 | to 8 | 89 | From 8 | 74 | to 8 | 76 |
| February .. .. | 8 | 87 | 8 | 93 | 8 | 74 | 8 | 79 |
| March .. .. | 8 | 93 | 8 | 95 | 8 | 79 | 8 | 81 |
| April .. .. .. | 8 | 85 | 8 | 92 | 8 | 75 | 8 | 81 |
| May .. .. .. | 8 | 87 | 8 | 93 | 8 | 77 | 8 | 81 |
| June .. .. .. | 8 | 94 | 9 | 2 | 8 | 83 | 8 | 86 |
| July .. .. .. | 9 | 2 | 9 | 6 | 8 | 86 | 8 | 91 |
| August .. .. | 9 | 1 | 9 | 4 | 8 | 88 | 8 | 91 |
| September .. .. | 8 | 94 | 9 | 2 | 8 | 86 | 8 | 89 |
| October .. .. | 8 | 94 | 9 | 0 | 8 | 85 | 8 | 88 |
| November .. .. | 8 | 86 | 8 | 93½ | 8 | 78 | 8 | 84½ |
| December .. .. | 8 | 89 | 8 | 90 | 8 | 83 | 8 | 84 |

*Agriculture.*—The yield of the harvest of 1861 may be considered to have been an average one upon the whole in regard to quantity, but the quality of the grain, in particular on the heavy soils, was not so good as could have been desired.

Wheat gave scarcely an average yield, the early sown and that upon heavy soils having in particular been deficient; the late sown, gave most satisfaction, both as to quantity and quality, and although the damp and sultry weather during the blooming, had an injurious effect on the formation of the kernel, still the weight proved fair, and 61½ lbs. English per bushel was not unfrequently obtained. The spring seed yielded best, and rendered good weight, although much seed was blown out during the stormy weather in August.

Rye gave somewhat less than an average yield, and in some parts scarcely sufficient was obtained for home use, and a barrel of good sowing seed was therefore paid with rdrs. 10 per barrel, or 45*s.* 8*d.* per quarter, or even higher, but the grain had a good weight, and made good bread.

Barley, both the two and six-rowed, gave satisfaction as to quantity, but the grain was unequal in size, most so in places where it ripened too quickly, and much trouble had to be taken to separate the smaller grain in order to procure a suitable weight. The six-rowed barley suffered most during the stormy weather, so many of the ears having broken off.

Oats yielded also well in quantity, and much of it was of good quality and weight; in other parts again they wanted substance for feeding purposes, and better corn had to be mixed with it.

Peas did not give much satisfaction anywhere, the grey, however, better than the white, where they had not been sown too thick. On the light lands in Jutland the yields were better than on the richer soils, where they at an earlier period promised well.

Buckwheat gave an unusual good yield, and although it is always attended with much difficulty in getting it in dry so as to give good groats, the farmers were generally very successful in this respect.

Potatoes were all more or less attacked by the disease, but not so much so as at one time had been feared. In some parts the disease was very trifling, nevertheless, the yield was nowhere large. The coarse, red sort, was less attacked than the others.

Roots were kept very backward in growth during the summer, but improved at a later period and gave a fair yield, as much as 250 barrels (of four bushels English) of turnips having in some places been procured from the barrel (1⅓ acre) of land.

Rapeseed gave a very unequal yield, having been much injured in many parts, both in the pod and in the stalk, by the worm. In the northern part of the Island of Fyen and in Jutland it succeeded best, and

in some few places it yielded well, but, generally speaking, scarcely above sevenfold was obtained.

Dairy produce was very good during the greater part of the season, the cows, which were in good condition on being let out to graze, having in particular given richly of milk. The thunder-storms and general electric state of the atmosphere during July had the effect of decreasing the production of butter the greater part of that month; the grazing, however, was excellent, and as this continued with little exception, and the cattle could remain out until the latter part of October, the production of autumn butter was good.

The clover produced an unusual good yield, although much difficulty was experienced in getting it in, and much was damaged by having to remain too long out.

The cattle were in a good and healthy condition at the close of the year, and fodder was plentiful.

The statistics which have just been published of the number of farm animals in the kingdom of Denmark on the 15th July, 1861, and in the Duchies of Schleswig, Holstein, and Lauenborg, on the 15th February, 1862, give the following returns:—

| | Horses. | Horned Cattle. | Sheep. | Swine. |
|---|---|---|---|---|
| Denmark .. .. | 324,550 | 1,118,774 | 1,751,950 | 300,928 |
| Schleswig .. .. | 72,332 | 389,987 | 360,871 | 878,884 |
| Holstein .. .. | 77,081 | 290,372 | 165,344 | 82,398 |
| Lauenborg .. .. | 7,641 | 27,934 | 45,273 | 11,823 |
| Total .. .. | 481,604 | 1,827,067 | 2,323,438 | 483,033 |

*Distilleries.*—In the kingdom of Denmark there are 439 distilleries of corn and potatoes, in Schleswig 94, and in Holstein 127. The production of corn and potatoe brandy amounted in 1861 to:—

| | Pots. | | Gallons. |
|---|---|---|---|
| In Denmark .. .. .. .. | 34,112,639 | or | 7,248,936 |
| Schleswig .. .. .. .. | 4,322,519 | | 918,532 |
| Holstein .. .. .. .. | 3,825,072 | | 812,825 |
| Total .. .. .. | 42,260,230 | | 8,980,293 |

being 723,860 pots, or 153,818 gallons more in the kingdom than in the previous year; but 195,802 pots, or 41,604 gallons less in the Duchy of Schleswig, and 265,474 pots, or 56,410 gallons less in the Duchy of Holstein. The excise duty on the production of these spirits amounted to rdrs. 1,752,463, or 198,392*l.* The quantity exported amounted to only 1,898,917 pots, or 403,516 gallons.

No information has been received of the establishment of any new manufactories, nor was any additional line of railway opened in the year 1861. The only additional telegraph station opened was at the town of Holbeck on the Isefjord.

The Royal Zealand Railway—Copenhagen, Roeskilde, Korsor—after a reserve fund of 10 per cent., paid to the shareholders a dividend of 4 per cent.

Elsinore, April 30, 1863.

*Report by Mr. Consul Taylor on the Navigation, Commerce, Agriculture, &c., of Denmark, during the year* 1862.

The only source from which complete and reliable information can be obtained on the navigation, and the imports and exports, for the whole monarchy being the Reports and Tables published by the Statistical Department at a far later period of the year, the information it has been possible to gain on these subjects is consequently scanty, and is comprised in the following tables, those for the shipping trade, both foreign and coasting, only containing that of the Kingdom of Denmark, no returns for the Duchies of Slesvig and Holstein being obtainable at present.

The shipping engaged in the foreign trade in 1862 amounted, for the Kingdom of Denmark, to—

| | Entered. | | | Cleared. | | |
|---|---|---|---|---|---|---|
| | Vessels. | Goods Carried. | | Vessels. | Goods Carried. | |
| | | Lasts. | Tons. | | Lasts. | Tons. |
| Sailing Ships— | | | | | | |
| Danish.. .. | 3,962 | 110,045 | 220,090 | 3,729 | 63,591 | 127,182 |
| Foreign .. | 5,611 | 144,421 | 288,842 | 5,628 | 17,132 | 34,264 |
| Total . .. | 9,573 | 254,466 | 508,932 | 9,357 | 267,904 | 535,808 |
| Steamers— | | | | | | |
| Danish.. .. | 443 | 4,382 | 8,764 | 553 | 4,240 | 8,480 |
| Foreign .. | 768 | 9,644 | 19,288 | 1,191 | 15,146 | 30,292 |
| Total . .. | 1,211 | 14,026 | 28,052 | 1,744 | 19,386 | 386,772 |

The shipping trade carried on with the principal countries was as follows :—

| | Entered. | | | Cleared. | | |
|---|---|---|---|---|---|---|
| | Vessels. | Goods Carried. | | Vessels. | Goods Carried. | |
| | | Lasts. | Tons. | | Lasts. | Tons. |
| Sailing Ships— | | | | | | |
| Great Britain .. | 2,245 | 120,716 | 241,432 | 1,240 | 43,875 | 87,750 |
| Norway . .. | 2,737 | 45,709 | 91,418 | 2,763 | 16,050 | 32,100 |
| Sweden . .. | 2,203 | 27,442 | 54,884 | 2,338 | 4,282 | 8,564 |
| Prussia.. .. | 990 | 21,948 | 43,896 | 927 | 919 | 1,838 |
| Russia .. .. | 204 | 13,990 | 27,980 | 232 | 803 | 1,606 |
| Steamers— | | | | | | |
| Great Britain .. | 86 | 7,529 | 15,058 | 131 | 4,513 | 9,026 |
| Norway . .. | 94 | 210 | 420 | 122 | 1,493 | 2,986 |
| Sweden . .. | 653 | 1,646 | 3,292 | 945 | 4,748 | 9,496 |
| Prussia.. .. | 110 | 2,821 | 5,642 | 142 | 1,739 | 3,478 |
| Russia .. .. | 21 | 144 | 288 | 8 | 244 | 488 |

The shipping trade coastwise, as given for the Kingdom of Denmark, in the year 1862, amounted to—

| | Entered. | | | Cleared. | | |
|---|---|---|---|---|---|---|
| | Vessels. | Goods Carried. | | Vessels. | Goods Carried. | |
| | | Lasts. | Tons. | | Lasts. | Tons. |
| Sailing Ships— | | | | | | |
| Danish.. .. | 21,265 | 104,027 | 208,054 | 21,422 | 99,090 | 198,180 |
| Foreign .. | 141 | 415 | 830 | 126 | 533 | 1,066 |
| Total . .. | 21,406 | 104,442 | 208,884 | 21,548 | 99,623 | 199,246 |
| Steamers— | | | | | | |
| Danish.. .. | 3,645 | 30,678 | 61,356 | 3,444 | 27,058 | 54,116 |
| Foreign .. | 228 | 411 | 822 | 169 | 983 | 1,966 |
| Total . .. | 3,873 | 31,089 | 62,178 | 3,613 | 28,041 | 56,082 |

There were thus in the foreign trade entered and cleared 445 sailing vessels, with a stowage of 67,566 tons of merchandise less that in 1861, whereas the accounts for the coasting trade show an increase of 2,074 ships, with 10,884 tons of merchandise.

The foreign shipping trade, at the port of Copenhagen, amounted to—

| | Entered. | | | Cleared. | | |
|---|---|---|---|---|---|---|
| | Vessels. | Goods Carried. | | Vessels. | Goods Carried. | |
| | | Lasts. | Tons. | | Lasts. | Tons. |
| Sailing Ships .. | 2,900 | 119,000 | 238,000 | 2,600 | 14,500 | 29,000 |
| Steamers .. .. | 1,000 | 13,000 | 26,000 | 1,800 | 18,000 | 36,000 |
| From and to Great Britain— | | | | | | |
| Sailing Ships .. | 700 | 54,000 | 108,000 | .. | .. | .. |
| Steamers .. | 81 | 7,000 | 14,000 | 120 | 3,700 | 7,400 |

In the coasting trade :—

| | Entered. | | | Cleared. | | |
|---|---|---|---|---|---|---|
| | Vessels. | Goods Carried. | | Vessels. | Goods Carried. | |
| | | Lasts. | Tons. | | Lasts. | Tons. |
| Sailing Ships .. | 5,400 | 42,600 | 85,200 | 5,400 | 23,400 | 46,800 |
| Steamers .. .. | 900 | 13,000 | 26,000 | 1,000 | 13,000 | 26,000 |

The shipping registered at that port and district, at the close of the year 1862, were 416 sailing ships, registering 42,000 tons, and 22 steamers, of 2,492 tons register and 1,300 horse-power.

The import duties and customs' dues on shipping at that port amounted to 2,722,000 rdrs., or 302,500*l.*, being about 9,400*l.* more than in 1861.

The shipping trade at Elsinore was as follows :—

In the Foreign Trade :—

| | Entered. | | | Cleared. | | |
|---|---|---|---|---|---|---|
| | Vessels. | Goods Carried. | | Vessels. | Goods Carried. | |
| | | Lasts. | Tons. | | Lasts. | Tons. |
| Sailing Ships .. | 247 | 6,156 | 12,312 | 230 | 363 | 726 |

Of which there entered from Great Britain 14 British ships, of the burthen of 3,100 tons register, with cargoes, and cleared for there, with cargoes, 3 of the burthen of 664 tons.

In the Coasting Trade:—

| | Entered. | | | Cleared. | | |
|---|---|---|---|---|---|---|
| | Vessels. | Goods Carried. | | Vessels. | Goods Carried. | |
| | | Lasts. | Tons. | | Lasts. | Tons. |
| Sailing Ships .. | 751 | 3,235 | 6,470 | 828 | 4,697 | 9,394 |
| Steamers .. .. | 314 | 990 | 1,980 | 96 | 150 | 300 |

The shipping registered at the port consist of 114 sailing vessels, of the burthen of 4,019 tons, and 3 steamers, registering 221 tons, with 212 horse-power.

The import duty and customs' dues on shipping amounted to 74,226 rdrs., or 8,247*l.*, being 2,200*l.* more than in 1861.

*Ports and Harbours.*—The works on the extended harbour of Allinge are now finished, and this harbour, which lies at the north point of Bornholm, and in the fair track of the Baltic navigation, will now offer good shelter for the smaller class of shipping.

The depth at the entrance is now 13½ feet, and in the basins 10½ to 12 feet. The outer basin has an extent of 12,000 square feet, and the inner one 8,000 square feet, and are separated by a dock gate, for the farther protection of shipping during very heavy south-easterly gales, when surf at times roll into the outer basin. The bottom is hard, these basins having been formed out of the solid rock.

*Lighthouses.*—On the headland called Hirtshals, on the north-west coast of Jutland, there has been erected a lighthouse, the light of which is stationary, with a strong flash every fourth minute. This light was shown for the first time on the 1st January, 1863, and is on a red brick tower, 86 feet high, and 182 feet above the level of the sea. It may be seen at a distance of about 21 to 22 miles, and will be lighted every night throughout the year for the same space of time as the other lights in the monarchy. The flame shows steady for the space of 2 minutes 33 seconds, is then obscured for 27 seconds, shews thereupon a very bright flash for 11 seconds, and is again obscured for 27 second, when the steady flame re-appears.

*Trade and Commerce.*—The total value of the exports for the whole monarchy amounted in 1862 to 38,658,524 rdrs., or 4,295,392*l.*, being 72,648*l.* less than in 1861.

The value of the imports were 66,387,343 rdrs., or 7,376,372*l.*, being 8,164*l.* less than the previous year.

These fell on the different divisions of the country in the following ratio:—

| | Exports. | Imports. |
|---|---|---|
| | £ | £ |
| For the Kingdom .. .. .. | 1,969,165 | 4,329,875 |
| ,, Duchy of Slesvig .. .. | 507,953 | 1,089,436 |
| ,, Duchy of Holstein .. .. | 1,794,702 | 1,910,404 |
| ,, Enclaves.. .. .. .. | 23,572 | 46,657 |

The deficiency fell upon the Kingdom and the Duchy of Slesvig, the Duchy of Holstein having had an increase of 57,000*l.* on the value of the imports, and 122,000*l.* on the exports.

The quantities of some of the most important articles of export were—

| | Weight or Measure. | | | | On 1861. | | | |
|---|---|---|---|---|---|---|---|---|
| | Danish. | | English. | | Increase. | | Decrease. | |
| Corn and Grain. | bar. | 2,828,460 | qrs. | 1,359,836 | .. | | qrs. | 329,652 |
| Flour and Meal. | lbs. | 17,672,172 | tons | 8,836 | tons | 1,333 | .. | |
| Rapeseed .. | bar. | 253,226 | qrs. | 121,743 | qrs. | 36,291 | .. | |
| Butter .. .. | ,, | 99,687 | tons | 11,165 | tons | 1,452 | .. | |
| Horses, .. | head | 15,409 | head | 15,409 | head | 979 | .. | |
| Cattle .. .. | ,, | 53,621 | ,, | 53,621 | ,, | 13,332 | .. | |
| Calves .. .. | ,, | 13,323 | ,, | 13,323 | ,, | 1,442 | .. | |
| Sheep .. .. | ,, | 47,773 | ,, | 47,773 | ,, | 2,694 | .. | |
| Swine .. .. | ,, | 46,702 | ,, | 46,702 | .. | | head | 821 |
| Oilcakes .. | lbs. | 16,931,027 | tons | 8,465 | .. | | tons | 2,535 |
| Salted Pork .. | ,, | 3,797,884 | ,, | 1,899 | .. | | ,, | 530 |
| ,, Meats .. | ,, | 2,644,066 | ,, | 1,322 | .. | | ,, | 21 |
| Wool .. .. | ,, | 4,587,668 | ,, | 2,294 | tons | 496 | .. | |
| Spirits of Grain and Potatoes | viertels | 219,359 | gals. | 373,550 | .. | | gals. | 70,148 |

2,000 Danish lbs. = 1 ton English.
2·08 ,, barrels = 1 Imperial quarter.
1 barrel of butter = 224 lbs. Danish.
1 Danish viertel = $1\frac{7}{10}$ gal. English.

The quantities of some of the most important articles of import, were—

| | Weight or Measure. | | | | On 1861. | | | |
|---|---|---|---|---|---|---|---|---|
| | Danish. | | English. | | Increase. | | Decrease. | |
| Cotton Yarn .. | lbs. | 3,207,508 | tons | 1,604 | .. | | tons. | 1,009 |
| ,, Goods .. | ,, | 2,002,120 | ,, | 1,001 | .. | | ,, | 229 |
| Linen Goods .. | ,, | 2,485,637 | ,, | 1,243 | tons | 23 | .. | |
| Woollen Goods. | ,, | 1,810,499 | ,, | 905 | .. | | ,, | 18 |
| Coffee .. .. | ,, | 19,871,347 | ,, | 9,936 | .. | | ,, | 816 |
| Sugar, Sirup, and Molasses | ,, | 62,457,839 | ,, | 31,229 | ,, | 5,362 | .. | |
| Rice, Ricemeal, and Paddy | ,, | 10,754,249 | ,, | 5,377 | .. | | ,, | 808 |
| Tobacco .. | ,, | 8,821,835 | ,, | 4,411 | .. | | ,, | 369 |
| Wines .. .. | viertels | 354,167 | gals. | 602,079 | gals, | 43,607 | .. | |
| Spirits .. .. | ,, | 467,147 | ,, | 794,145 | ,, | 198,347 | .. | |
| Iron and Iron-wares. | lbs. | 91,416,304 | tons | 45,708 | tons | 3,325 | .. | |
| Coals .. .. | ,, | 760,117,680 | ,, | 380,059 | .. | | ,, | 41,426 |

It will thus be seen that in the export and import trade of the country, there was upon the whole no material difference between 1862 and the previous year. In the deficiency in the export of grain of 329,000 qrs., wheat figures with 250,000 qrs., the natural consequence of the moderate yield of this article in 1861, its very poor quality, and the dulness of the foreign markets. Of barley there were 38,000 qrs., and of oats 32,000 qrs. less exported.

*Trade in General.*—Nothing having occurred either in political or commercial matters which could give any impulse to trade in this country, or encourage speculation, the transactions throughout the year were of the ordinary kind. In the colonial market coffee, sugar, and rice were the articles which, as usual, claimed the most attention.

*Coffee.*—A brisk business was done at times in this article, both for home consumption and in execution of orders from Sweden and Norway, and the prices had an upward tendency. For Brazilian there was paid at the commencement of the year 22⅓ sk. for ordinary, and 29½ sk. for the finer sorts per lb., or 52*s.* 1*d.* and 68*s.* 3½*d.* respectively per cwt., in bond; and the rise in prices for ordinary, for which there was most demand, reached to 5 sk. per lb., or 11*s.* 7*d.* per cwt., for the finer sorts only to 3 sk., or 6*s.* 11*d.* per cwt. Of Domingo a larger quantity than usual was imported, and was sold from the ship, but the prices were scarcely remunerative, as the retailers bought sparingly, so that prices at a later period did not follow with those for Brazilian, they remained indeed, with slight intermission, the same throughout the year, 34 sk. per lb. or 78*s.* 8½*d.* per cwt. in bond. Of Java coffee there were no direct imports, and the business done in this description was of small extent. The stock of coffee at the close of the year amounted to 2,265 tons, principally Brazilian.

*Sugar.*—The stock on hand at the commencement of the year was pretty large, and as at the same time the accounts for the new crops were favourable, little demand was shown for St. Croix.

The new St. Croix sugars, which arrived at the end of March and in April, came quickly to hand, and the sales to dealers and consumers were then pretty brisk at 12½ sk. for very ordinary and 15 sk. for fine per lb., or 28*s.* 11*d.* and 34*s.* 8⅔*d.* respectively per cwt., duty paid. At the commencement of July a little was purchased on speculation at a very trifling advance in price, but the imports continuing to be pretty large until the end of September the prices again receded to the quotations stated above, which then continued throughout the year.

Of Cuba and Portorico sugar very little was imported, of Havanna and Brazilian the imports were, on the other hand, extensive, and the prices paid were, for Havanna 13 sk. to 16 sk. per lb., or 30*s.* 1⅑*d.* to 37*s.* 0½*d.* per cwt., according to quality; for white Brazilian 14½ sk. to 15½ sk., or 33*s.* 7*d.* to 35*s.* 10½*d.* per cwt.; for brown 12 sk. to 13 sk., or 27*s.* 9⅓*d.* to 30*s.* 1⅑*d.* per cwt., all duty paid.

The disposable stock at the close of the year consisted of 3,450 tons, chiefly St. Croix and Havanna.

Rum was a very dull article during the whole of the year in spite of the very low prices. The price paid on the arrival of the new imports was 40 rdrs. per 30 viertels, or 1*s.* 9*d.* per gallon, from the ship for St. Croix, but they gradually fell until a little speculation showed itself, when they again rose to the above standard and remained pretty stationary, but no demand arose. In foreign rum there was no business done and the import was trifling. The stock left on hand was about 1,300 puncheons.

*Rice.*—The business in this article was very slack and without any fluctuation in the prices, which were 11 rdrs. to 16 rdrs. per 100 lbs., or 24*s.* 5⅓*d.* to 35*s.* 6⅔*d.* per cwt. for Java, 8½ rdrs. to 9½ rdrs., or 18*s.* 10⅔*d.* to 21*s.* 1⅓*d.* per cwt. for prime Aracan, and 9½ rdrs. to 10 rdrs., or 21*s.* 1⅓*d.* to 22*s.* 2⅔*d.* per cwt. for Rangoon, all according to quality and duty paid. Of prime Carolina none came into the market.

### *Iceland Produce.*

*Wool.*—Consequent upon the high prices of spinning material in general, England was a purchaser to a much larger amount than formerly of Iceland wool, and this it may be presumed is the principal cause of the high rates at which this article has been held. The small stock on hand from 1861 was sent to England, and realised there 11¾*d.* to 12½*d.* per lb. nett. In June 12½*d.* to 13½*d.* was

offered, delivered direct in England, but not accepted. In July some contracts were entered into, but the prices were not made known. In August and September some parcels were sold in England at 13¼*d.* to 14*d.* for prime white and 13*d.* to 13¾*d.* for seconds. This news brought up the prices in this country, and they rose gradually from 175 rdrs. to 180 rdrs. the shippound brutto, or 121*s.* 6½*d.* to 125*s.* per cwt. for prime, and 160 rdrs. to 170 rdrs., or 111*s.* 1⅓*d.* to 118*s.* 0¾*d.* per cwt. for seconds.

*Train Oil.*—There was little business doing in this article until July, when some large parcels were bought on speculation for delivery at from 30 rdrs. to 32 rdrs., or 66*s.* 8*d.* to 71*s.* 1⅓*d.* per barrel; and on the arrival of the first ships 34 rdrs., or 75*s.* 6⅔*d.*, was paid, and the price rose steadily to 38 rdrs., or 84*s.* 5⅓*d.*, per barrel at the close of the year. Stock left, 200 barrels.

*Stockfish.*—The prices here varied but little during the year, and were from 27 rdrs. to 30 rdrs. the shippound, or 18*s.* 9*d.* to 20*s.* 10*d.* the cwt., for ordinary, and 30 rdrs. to 33 rdrs., or 20*s.* 10*d.* to 22*s.* 11*d.* for trimmed. Import, 230 tons less than in 1861. Stock on hand, 33 tons.

*Greenland Produce.—Sealskins.*—The import was 38,300 skins, or 7,800 more than in 1861, and the stock left in hand at the close of the year 18,500 skins. The prices paid were at the Greenland Company's—

| | Spring Sale. | | | | | November Sale. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | sk. | sk. | *s.* | *d.* | *s.* *d.* | sk. | sk. | *s.* | *d.* | *s.* *d.* | |
| 1st sort .. | 73 to 75 | or 1 | 8¼ | to 1 8⅝ .. | 64 to 66 | or 1 | 5⅞ | to 1 6½ | per skin. | | |
| 2nd ,, .. | — | 38 ,, | .. | 10⅝ .. | 32 ,, 40 | ,, | 8⅝ | ,, 11⅛ | | | |
| 3rd ,, .. | — | 24 ,, | .. | 6⅝ .. | 24 ,, 26 | ,, | 6¾ | ,, 7⅜ | | | |

*Raindeer Skins.*—Import 150 skins, and no stock left. The prices at the November sale were:—

| | rdrs. | sk. | | *s.* | *d.* | |
|---|---|---|---|---|---|---|
| 1st sort ..... | 6 | 48 | or | 14 | 5⅓ | per skin. |
| 2nd ,, ..... | 5 | 24 | ,, | 11 | 8 | |
| 3rd ,, ..... | 3 | 0 | ,, | 6 | 8 | |

*Fox Skins.*—Import 1,130 skins, or 560 less than 1861. No stock left. The prices at the November sale were:—

For Blue Skins.

| | rdrs. | sk. | | rdrs. | sk. | | *s.* | *d.* | | *s.* | *d.* | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1st sort ..... | .. | | | 14 | 76 | or | .. | | | 32 | 10½ | per skin. |
| 2nd ,, ..... | 8 | 52 | to | 8 | 80 | ,, | 18 | 11⅞ | to | 19 | 8 | |
| 3rd ,, ..... | 4 | 64 | ,, | 4 | 72 | ,, | 10 | 4½ | ,, | 10 | 6⅔ | |
| 4th ,, ..... | 1 | 65 | | — | | ,, | 3 | 8¾ | | — | | |

For White Skins.

| | rdrs. | sk. | | rdrs. | sk. | | *s.* | *d.* | | *s.* | *d.* | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1st sort ..... | 2 | 0 | to | 2 | 16 | or | 4 | 5½ | to | 4 | 9⅞ | per skin. |
| 2nd ,, ..... | 1 | 12 | | — | | ,, | 2 | 6 | | — | | |
| 3rd ,, ..... | 0 | 40 | | — | | ,, | 0 | 11½ | | — | | |

*Eiderdown, clean.*—Import 1,050 lbs., or 190 lbs. more than the previous year. Stock on hand 500 lbs. The prices paid at the November sale were 9 rdrs. to 9 rdrs. 40 sk. per lb., or 18*s.* 0¼*d.* to 18*s.* 11⅜*d.* per lb. English.

The prices of other articles of import ruled as follows, in bond:—

| | Danish Money and Quantity. | | | | | | | English Money and Quantity. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | rdrs. | sk. | | rdrs. | sk. | per | | *s.* | *d.* | | *s.* | *d.* | per |
| Cotton, American.. | from 0 | 40 | to | 0 | 88 | lb. | .. | 0 | 10½ | to | 1 | 10 | lb. |
| ,, Egyptian .. | ,, 0 | 44 | ,, | 0 | 76 | ,, | .. | 0 | 11½ | ,, | 1 | 7 | ,, |
| Cacao, Guajaquil .. | ,, 0 | 26½ | ,, | 0 | 28½ | ,, | .. | 0 | 6¾ | ,, | 0 | 7¼ | ,, |
| Cassea Lignea .. | ,, 0 | 41 | ,, | 0 | 45 | ,, | .. | 0 | 10½ | ,, | 0 | 11½ | ,, |

| | Danish Money and Quantity. | | | | | | | English Money and Quantity. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | rdrs. | sk. | | rdrs. | sk. | per | | s. | d. | | s. | d. | per | |
| Cardamone, Malabar | from 2 | 52 | to | 5 | 0 | lb. | .. | 5 | $0\frac{7}{8}$ | to | 10 | $0\frac{1}{2}$ | lb. | |
| Cochenille | ,, 1 | 80 | ,, | 3 | 0 | ,, | .. | 3 | $8\frac{2}{8}$ | ,, | 6 | $8\frac{7}{8}$ | ,, | |
| Dyewoods :— | | | | | | | | | | | | | | |
| Blue Domingo | ,, 2 | 72 | ,, | 3 | 32 | 100 lbs. | .. | 6 | $1\frac{1}{8}$ | ,, | 7 | $4\frac{5}{8}$ | cwt. | |
| Yellow | ,, 3 | 0 | ,, | 4 | 0 | ,, | .. | 6 | 8 | ,, | 8 | $10\frac{3}{8}$ | ,, | |
| Guano | ,, 8 | 0 | ,, | — | | ,, | .. | 17 | $9\frac{1}{8}$ | ,, | — | | ,, | |
| Hemp, clean :— | | | | | | | | | | | | | | |
| Petersburg | ,, 50 | 0 | ,, | 61 | 0 | shp. lb. | .. | 34 | $8\frac{3}{4}$ | ,, | 42 | $4\frac{1}{2}$ | ,, | |
| Riga | ,, 55 | 0 | ,, | 63 | 0 | ,, | .. | 38 | $2\frac{1}{2}$ | ,, | 43 | 9 | ,, | |
| Flax, Droyanerra-kitscher (white) | ,, 95 | 0 | ,, | 110 | 0 | ,, | .. | 65 | $11\frac{3}{8}$ | ,, | 76 | $7\frac{1}{2}$ | ,, | |
| Liban, 3 & 4 brd. | | | | | | Not quoted. | | | | | | | | |
| Indigo, Bengal | ,, 3 | 48 | ,, | 6 | 48 | lb. | .. | 7 | $0\frac{1}{8}$ | ,, | 13 | $0\frac{1}{8}$ | lb. | |
| ,, Madras | ,, 2 | 24 | ,, | 2 | 48 | ,, | .. | 2 | $6\frac{1}{8}$ | ,, | 5 | $0\frac{2}{8}$ | ,, | |
| Metals :— | | | | | | | | | | | | | | |
| Lead, sheet | ,, 38 | 0 | ,, | 41 | 0 | shp. lb. | .. | 26 | $4\frac{3}{8}$ | ,, | 28 | $5\frac{3}{8}$ | cwt. | |
| ,, pig | ,, 33 | 0 | ,, | 35 | 0 | ,, | .. | 22 | 11 | ,, | 24 | $3\frac{3}{8}$ | ,, | |
| Iron, bar, Norwegian | ,, 24 | 16 | ,, | — | | ,, | .. | 17 | $1\frac{1}{2}$ | ,, | — | | ,, | |
| ,, ,, Swedish fine stamp | ,, 14 | 0 | ,, | 15 | 0 | ,, | .. | 9 | $8\frac{3}{8}$ | ,, | 10 | 5 | ,, | |
| ,, ,, Stafford | ,, 12 | 48 | ,, | 13 | 0 | ,, | .. | 8 | $8\frac{1}{4}$ | ,, | 9 | $0\frac{1}{8}$ | ,, | |
| ,, ,, Welsh | ,, 10 | 48 | ,, | — | | ,, | .. | 7 | $3\frac{1}{2}$ | ,, | — | | ,, | |
| ,, hoop, Stafford | ,, 14 | 0 | ,, | 14 | 24 | ,, | .. | 9 | $8\frac{3}{8}$ | ,, | 9 | $10\frac{3}{8}$ | ,, | |
| ,, pig, English | ,, 5 | 0 | ,, | — | | ,, | .. | 3 | $5\frac{3}{8}$ | ,, | — | | ,, | |
| ,, ,, Scotch | ,, 5 | 48 | ,, | 6 | 0 | ,, | .. | 3 | 10 | ,, | 4 | $7\frac{7}{8}$ | ,, | |
| Tin, block | ,, 0 | 60 | ,, | — | | lb. | .. | 1 | $3\frac{2}{8}$ | ,, | — | | lb. | |
| Zinc, ,, | ,, 0 | 9 | ,, | — | | ,, | .. | 0 | $2\frac{2}{8}$ | ,, | — | | ,, | |
| Copper, pure block | ,, 133 | 0 | ,, | 136 | 0 | shp. lb. | .. | 92 | $3\frac{5}{8}$ | ,, | 94 | $5\frac{1}{8}$ | cwt. | |
| Steel, Swedish | ,, 8 | 48 | ,, | — | | 100 lbs. | .. | 18 | $10\frac{3}{8}$ | ,, | — | | ,, | |
| Oils, olive | ,, 0 | 67 | ,, | 0 | 71 | $1\frac{3}{4}$ lb. | .. | 88 | $7\frac{1}{8}$ | ,, | 93 | 11 | ,, | |
| Potash, Russian | ,, 0 | 12 | ,, | 0 | 13 | lb. | .. | 0 | $3\frac{2}{8}$ | ,, | 0 | $3\frac{1}{8}$ | lb. | |
| Salt, Liverpool | | | | | | Not quoted. | | | | | | | | |
| ,, St. Ybes | ,, 1 | 32 | ,, | 1 | 68 | brl. of 256 lbs. | | 1 | $1\frac{8}{8}$ | ,, | 1 | $5\frac{7}{8}$ | cwt. | |
| Soda, crystal | ,, 2 | 32 | ,, | 2 | 48 | 100 lbs. | .. | 5 | $2\frac{2}{8}$ | ,, | 5 | $6\frac{2}{8}$ | ,, | |
| Coals, steam :— | | | | | | | | | | | | | | |
| Scotch | ,, 32 | 0 | ,, | 33 | 0 | last | .. | 28 | $2\frac{1}{2}$ | ,, | 29 | 1 | ton | |
| English | ,, 23 | 0 | ,, | 24 | 0 | ,, | .. | 20 | 3 | ,, | 20 | $1\frac{5}{8}$ | ,, | |
| Sulphur, refined | ,, 6 | 0 | ,, | 7 | 0 | 100 lbs. | .. | 13 | 4 | ,, | 15 | $6\frac{2}{8}$ | cwt. | |
| Tallow, Russian | ,, 3 | 48 | ,, | 3 | 64 | Llb. | .. | 48 | $7\frac{3}{8}$ | ,, | 50 | $11\frac{1}{8}$ | ,, | |
| Tea, Congo | ,, 0 | 46 | ,, | 1 | 28 | lb. | .. | 0 | $11\frac{4}{8}$ | ,, | 2 | $7\frac{1}{8}$ | lb. | |
| ,, Hyson | ,, 1 | 4 | ,, | 2 | 0 | | .. | 2 | 1 | ,, | 4 | 0 | ,, | |
| Tar, Finland, fine | ,, 11 | 72 | ,, | 15 | 0 | barrel | .. | 26 | $1\frac{1}{8}$ | ,, | 33 | 4 | barrel | |
| Wax | ,, 0 | 60 | ,, | 0 | 66 | lb. | .. | 1 | 3 | ,, | 1 | $4\frac{1}{2}$ | lb. | |

Danish agricultural and other produce, free on board :—

| | Danish Money and Quantity. | | | | | | | English Money and Quantity. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | rdrs. | sk. | | rdrs. | sk. | per | | s. | d. | | s. | d. | per | |
| Wheat | from 6 | 24 | to | 12 | 32 | barrel | .. | 31 | $4\frac{3}{4}$ | to | 57 | 3 | Imp. q. | |
| Rye | ,, 5 | 48 | ,, | 8 | 72 | ,, | .. | 25 | $10\frac{3}{4}$ | ,, | 41 | $2\frac{1}{4}$ | ,, | |
| Barley | ,, 3 | 64 | ,, | 6 | 88 | ,, | .. | 17 | $3\frac{1}{4}$ | ,, | 32 | $1\frac{1}{4}$ | ,, | |
| Oats | ,, 3 | 0 | ,, | 5 | 16 | ,, | .. | 14 | $1\frac{1}{2}$ | ,, | 24 | 0 | ,, | |
| Peas | ,, 5 | 64 | ,, | 10 | 0 | ,, | .. | 26 | $7\frac{1}{4}$ | ,, | 46 | $5\frac{1}{4}$ | ,, | |
| Tares | ,, 4 | 64 | ,, | 6 | 0 | ,, | .. | 21 | 8 | ,, | 27 | $10\frac{1}{4}$ | ,, | |
| Rapeseed | ,, 13 | 48 | ,, | 15 | 48 | ,, | .. | 62 | $8\frac{1}{4}$ | ,, | 73 | 0 | ,, | |
| Linseed | ,, 9 | 0 | ,, | 14 | 0 | ,, | .. | 41 | $9\frac{1}{3}$ | ,, | 69 | $11\frac{1}{4}$ | ,, | |
| Potatoes | ,, 2 | 0 | ,, | 4 | 0 | 200 lbs. | .. | 2 | $3\frac{1}{8}$ | ,, | 4 | $6\frac{1}{4}$ | cwt. | |
| Flour, wheaten | ,, 10 | 52 | ,, | 16 | 0 | 176 lbs. | .. | 14 | $0\frac{3}{4}$ | ,, | 21 | 1 | ,, | |
| Butter | ,, 60 | 0 | ,, | 105 | 0 | 224 lbs. | .. | 60 | $5\frac{3}{4}$ | ,, | 105 | $4\frac{3}{4}$ | ,, | |
| Manures :— | | | | | | | | | | | | | | |
| Patent Copenhagen | ,, 1 | 40 | ,, | — | | ,, | .. | 1 | $5\frac{1}{3}$ | ,, | — | | ,, | |
| Phosphate of Lime | ,, 3 | 32 | ,, | — | | 100 lbs. | .. | 7 | $4\frac{5}{8}$ | ,, | — | | ,, | |
| Oilcakes :— | | | | | | | | | | | | | | |
| Rapeseed | ,, 46 | 0 | ,, | 52 | 0 | ton | .. | 102 | $2\frac{2}{8}$ | ,, | 115 | $6\frac{2}{8}$ | ton | |
| Linseed | ,, 60 | 0 | ,, | 74 | 0 | ,, | .. | 133 | 4 | ,, | 164 | $5\frac{1}{3}$ | ,, | |

| | Danish Money and Quantity. | | | | | | English Money and Quantity. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | rdrs. | sk. | | rdrs. | sk. | per | s. | d. | | s. | d. | per |
| Hides, Cow ..... | from 2 | 16 | to | 2 | 64 | L lb. | .. | 30 | 1⅓ lb. | 35 | 11⅓ | cwt. |
| ,, Ox ..... | ,, 2 | 64 | ,, | 3 | 16 | ,, | .. | 35 | 11⅓ ,, | 43 | 11⅓ | ,, |
| Calfskins, salted.. | ,, 0 | 19 | ,, | 0 | 26 | lb. | .. | 0 | 4⅔ ,, | 0 | 6⅔ | lb. |
| Sealand, dried .. | ,, 11 | 16 | ,, | 13 | 48 | dœger | .. | 24 | 9⅞ ,, | 30 | 0 | dikker |
| Jutland, do. .. | ,, 10 | 72 | ,, | 12 | 72 | ,, | .. | 23 | 10⅔ ,, | 28 | 4 | ,, |
| Lambskins, heavy & light, clipped | ,, 4 | 16 | ,, | 4 | 64 | ,, | .. | 9 | 3⅓ ,, | 10 | 4⅔ | ,, |
| Corn Brandy, 8°. | ,, 0 | 14½ | ,, | 0 | 16½ | pot | .. | 1 | 6⅔ ,, | 1 | 9⅓ | gallon |
| Spirit, rectified, 15° | ,, 80 | 0 | ,, | 86 | 30 | viertels | .. | 3 | 5⅔ ,, | 3 | 9 | ,, |
| Wool:— | | | | | | | | | | | | |
| Jutland, summer | ,, 0 | 50 | ,, | 0 | 61 | lb. | .. | 1 | 0⅔ ,, | 1 | 3⅔ | lb. |
| ,, lamb .. | ,, 0 | 58 | ,, | 0 | 67 | ,, | .. | 1 | 2⅔ ,, | 1 | 4⅓ | ,, |
| Sealand, No. 1 .. | ,, 0 | 55 | ,, | 0 | 66 | ,, | .. | 1 | 1⅓ ,, | 1 | 4⅔ | ,, |
| ,, No. 2 .. | ,, 0 | 40 | ,, | 0 | 47 | ,, | .. | 0 | 10 ,, | 1 | 0⅓ | ,, |
| Soda-chryolith .. | ,, 2 | 16 | ,, | 2 | 32 | 100 lbs. | .. | 4 | 9⅓ ,, | 5 | 2⅔ | cwt. |

The grain trade during the year 1862 may, in so far as it is possible to judge from the imperfect market returns which are made, be considered to have been below an average. The harvest of 1861 was not a plentiful one, and large sales had taken place for shipment during the latter months of that year, so that the trade became slack in the early part of 1862. During March and April some demand arose, in particular for barley, and for that article and oats the demand continued throughout the summer, but in wheat, business was in general very dull. In September the sales of new rapeseed commenced at advancing prices, and the new grain also came into the market, but although some few parcels were sold for delivery in spring, the samples offered were not to any great extent, and it is presumed that the autumn shipments to Norway were not so large as usual. With the exception of wheat little fluctuations in the prices of grain took place in the Copenhagen market during the year.

*Banks.—National Bank.*—The dividend paid by this bank in 1862 was 5¾ per cent.

*Private Bank and Bank of Deposit.*—The dividend paid to the shareholders amounted to 7⅓ per cent. This bank has augmented its share capital with rdrs. 2,000,000, or 220,000*l.*

*Private Loan Bank.*—This bank paid a dividend of 5⅓ per cent.

Another joint stock bank has been established at Copenhagen, under the title of the Industrial Bank, with a present paid up capital of rdrs. 36,000, or 4,000*l.*; its object being the issue of small loans to the smaller class of tradesmen and mechanics.

*Exchanges.*—The rates of exchange in 1862 for sterling bills on London were, for 30 days' date, from 8 rdrs. 81 sk. to 9 rdrs. 1 sk.; and for 90 days' date, from 8 rdrs. 74 sk. to 8 rdrs. 90 sk.

*Agriculture.*—The harvest of 1862 was an early one, and was got in under the most favourable circumstances; but the yield was, for the whole country, and taking the different sorts of grain generally, scarcely an average one, and a deal of the grain was deficient in growth. The plants received some injury from insects, but the low temperature during the months of June and July, and the blight which existed, particularly in wheat, were the principal causes of the deficiency in quantity and quality. The blight showed itself in all parts of the country, and on every description of soil, but it was more prominent where the growth was close, and where grain had been lodged. Damp soils covered from the winds served much to increase the spread of this disease, whereas on the lighter grounds in the neighbourhood of the sea, the damage done was not to any great extent. The injury done to

the wheats through the blight alone, it is estimated, amounted to several million dollars.

*Wheat* gave only a moderate yield in any part of the country, and in many districts it was exceedingly small, and there was so much undergrown seed amongst it, that in general one-third must be separated from it to bring it up to anything near a fair weight. It may therefore be presumed, that most of the farms will only be able to dispose of about half the usual quantity. It appears that different sorts of wheat were not all affected by the blight to an equal degree; but it is difficult from the varied accounts which have been received on this subject, to form any positive opinion on the point, still it is evident that the old brown or so-called Danish wheat was more free from the disease than the finer descriptions, in particular the so-called Manchester wheat, which has been so much grown of late years.

*Rye*, though it showed well in the barn, gave but moderate in measure after being threshed. The unfavourable weather during blooming caused much variety in the size of the grain, much small corn is therefore found amongst it, and much was damaged by the worm consequently, as with wheat, a deal has to be separated from the bulk to bring it up to a fair weight. In quantity it was scarcely an average crop, and in quality below such.

*Barley* did not yield what had been anticipated at an earlier period, and the quality was only middling, the kernel being thin and pointed, of a dark colour, and in general of moderate weight. Nevertheless, on the lighter soils, and in particular in the western districts of Jutland and Slesvig, the crop was unusually large; and although after threshing the farmers have been somewhat disappointed in their anticipations, still on the whole the yield as to quantity was rather above than under an average one.

*Oats* gave the largest yield of any crop, being far above an average one, the straw was long and close formed, with well-filled ears and the grain large and full, and in many parts of the country unusually heavy.

*Buckwheat* all but failed everywhere, the greater part having to be used as fodder, and what was reaped having been scarcely sufficient for sowing purposes.

*Pease* gave in general a good average crop, but as the breadth of land sown with this plant has been much smaller of late years, through the repeated failure of the crops, it is now unusual to see a field of any extent, and the quantity harvested cannot therefore have been large.

*Rapeseed* gave a satisfactory result in all parts, from 6 to 7 quarters per 1¼ acre on an average, and the cultivation of this seed is on the increase in almost all parts of the country.

*Potatoes* gave but a moderate yield, although a rather better one than in the previous year, and the disease was neither so general, nor so widely spread, where it did affect the crops.

*Turnips* and other roots were fair both in size and quantity, the only exception being beetroot, which gave a moderate crop.

*Grazing* was various according to the quality of the soils and the more or less rain which fell in different parts. In the marshes it was exceedingly good, in particular during autumn; but the cattle had to be housed rather early, principally on account of the constant rains and the stormy weather.

*Dairy Produce* was satisfactory, and rather larger than usual, owing in great part to the improved treatment and sheltering of the cattle during winter than formerly, as also to the milk having kept better in the cellars, so as to give more time for the formation of the cream; on

the other hand, from the complaints which have been heard from the dealers, it is presumed that the quality of the butter is not quite so good as in the previous years.

The fodder has been plentiful, and the condition of the cattle good throughout the winter. A few isolated cases of lung diseases in cattle and horses, and splenitis in pigs, have occurred during the winter, but were confined to the farms where they broke out, the strictest measures being now taken on all occasions to prevent the spread of all such diseases.

The new winter seed, wheat in particular, was got into the ground rather later than usual, and, in spite of the mild winter, stood rather thin in the month of February; it has, however, since improved much in appearance, and the wheat in particular has spread well and promises fair.

The rapeseed varies much, some fields having had to be ploughed up, whilst others look uncommonly thriving. The sowing of the spring seed was pretty well got through by the end of April, but May was exceedingly cold, so that it has been kept back; this, however, is not looked upon as unfavourable in this country, and as the soils must have been in a good and even warm state from the mild atmosphere and genial showers in the month of April, with a little warm weather after the present period, the best hopes may be entertained.

*Railways.*—On the 3rd September, 1862, a new line was opened between the port of Aarhuus and that of Randers, on the east coast of Jutland, a distance of about 34 miles English by the line.

This is the first section of a line now in farther progress for connecting some of the interior towns and a productive district with these two ports, and these eventually with other seaport towns along the east coast, and with the North Slesvig Railway, now likewise in progress from the southern border of Jutland, near Vamdrup, to Flensburg, with branch lines east to Haderslev and Aabeurad, and west to Tónder, when the railway communication will be complete from Hamburg, Tónning, and Husum, into the heart of Jutland, and its districts most productive in corn and cattle. These several lines will moreover be connected with that now progressing in the island of Tyen, Nyborg, Odense, Middlefurt, and the Copenhagen, Roeskilde, Korsoer, by means of steam ferries across the Great and Little Belts.

Elsinore, June 16, 1863.

## ST. THOMAS.

*Report by Mr. Acting Consul Ball on the Trade of St. Thomas for the Year* 1862.

The amount of British tonnage arriving at this port during the year 1862 consisted of 16 steamers, 79 ships, 181 brigs, 274 schooners, not including the contract West India Mail Packets, nor small craft employed in the trade with neighbouring islands. Amount in tonnage, 82,541 tons; that of the preceding year, 1861, 56,564; showing a difference in excess for 1862 of 25,977 tons.

The tonnage and other dues are the same as in 1861.

The Government have decided to carry out the improvements proposed for the harbour.

The imports during the past year from Great Britain were as follow:—Manufactured and other goods in British vessels, 170,000*l.*; manufactured and other goods in foreign vessels, 430,000*l.*; total, 600,000*l.* About the same as in 1861. The amount of coals imported from the United Kingdom was 57,585 tons. In British bottom, $31,539; foreign, $26,046; total, $57,585, or 30,000*l.* 50,018 tons were for the Royal Mail Steam Packet Company, and 7,567 tons for private firms, and for the use of men-of-war, and other steamers.

Agriculture has been neglected in this island, and nothing is cultivated for export; it produces vegetables, fruit, grass, and cattle, for the consumption of its inhabitants, to supply, in part, the shipping frequenting the place.

The population of the island remains about the same as in the year 1861, which reached to 13,000 inhabitants.

There are no public works nor manufactures. The labouring population is employed in the harbour, and as porters. In public works nothing has occurred since the last Report.

St. Thomas, April 3, 1863.

## TONNING AND HUSUM.

*Report of Mr. Vice-Consul Ancker on the Trade of Tonning and Husum for the year* 1862.

*Shipping and Navigation.*—Shipping at this port and Husum, in general, as well as with regard to the British flag, has decreased considerably against 1861. With the exception of the cattle trade, which has remained the same, or rather increased against last year, trade in all other branches during the past year shows a vast decline against former periods, which fact I attribute principally to the want of steam-boat lines, which in former years were established between British ports and Tonning; but my apprehensions in this respect, as expressed in my last annual report, have proved to be well founded. A small screw steamer has made three voyages from this place to Hull in the beginning of the year. Besides this, we have had no communication by steam-boats in the goods' trade whatever during the last year. It is merely in consequence of this fact that the export of grain and goods during the last year from Tonning amounts only to about 1,800 quarters and 700 tons, whilst during 1861 about 35,000 quarters of grain, and 2,700 of tons sundry goods, were exported.

The amount of export and import during last year runs as follows :—

EXPORT to Great Britain, by 79 Steamers and 15 Sailing Vessels, belonging to British Owner.

| Articles | Quantity | English Weights & Measures |
|---|---|---|
| Cattle | 23,658 head | .. |
| Sheep | 26,524 „ | .. |
| Oil Cakes | 700,000 Hhds. | 350 tons |
| Bones | 600,000 „ | 300 „ |
| Flour | 113,000 „ | 56 „ |
| Peas | 200 barrels | 100 imp. qrs. |
| Oats | 2,343 „ | 1,115 „ „ |
| Beans | 1,322 „ | 630 „ „ |

IMPORTS from Great Britain.

| Articles | Quantity | English Weights & Measures |
|---|---|---|
| Iron Wares | 399,166 Hhds. | 196 tons |
| Sundry Goods | 434,608 | 217 „ |
| Cement | 1,150 barrels | 144 „ |
| Coals | 126,000 cwt. | 14,000 „ |
| Bulls | 16 head | .. |
| Horses | 2 „ | .. |
| Sheep | 184 „ | .. |

The last grain crop in this district and in other parts of Schleswig and Holstein was a very deficient one, with exception of rapeseed and oats. The quality of wheat is almost as inferior as in 1861, and also the quantity carried has by far not assumed the extent which was expected during the summer.

Tonning, January 1, 1863.

# ECUADOR.

## GUAYAQUIL.

*Report by Mr. Vice-Consul Mocatta, on the Commerce of the Republic of the Ecuador, through the Port of Guayaquil, during the year ended the 31st of December*, 1861.

The commerce at the port of Guayaquil during the last year has, in consequence of excessive importation, since the raising of the Peruvian blockade, been severely depressed, owing to the immense indisposable stock of goods on hand. Capitalists have all their capital invested either in goods unsold, or notes of hand for those realised, and a monetary crisis therefore exists.

The following is a comparative statement of the value of the merchandise imported in each of the preceding five years:—

| | | | | |
|---|---|---|---|---|
| Value of merchandize | imported | in | 1857.... | £681,000 |
| " | " | " | 1858.... | 506,456 |
| " | " | " | 1859.... | 286,918 |
| " | " | " | 1860.... | 428,877 |
| " | " | " | 1861.... | 1,003,123 |

The value of the produce exported during the same period has been as follows, viz.:—

| | | | | |
|---|---|---|---|---|
| Value of articles | exported | in | 1857..... | £741,162 |
| " | " | " | 1858..... | 474,524 |
| " | " | " | 1859..... | 462,403 |
| " | " | " | 1860..... | 913,428 |
| " | " | " | 1861..... | 552,203 |

The merchandise imported during the last year consists of the following articles:—

| | Estimated Value. |
|---|---|
| Cotton Manufactures | £400,243 |
| Linen Manufactures | 28,869 |
| Woollen Manufactures | 60,230 |
| Silk Manufactures and raw | 40,109 |
| Haberdashery and Hosiery | 7,894 |
| Thread and Tape | 1,008 |
| Wearing apparel | 15,788 |
| Hardware, Metals:—Iron, Lead, Copper, &c., Earthenware, Porcelaine, Naval Stores, Oil, Paint, Turpentine, Soap, Candles, Wax, Grocery, Flour, Wine, Ale, Cider, Spirits and their compounds, Drugs, Spices, &c., Dye stuffs, Glass, Stationery and Books, Furniture, Arms, ammunition for private use, &c., Miscellaneous articles | 448,982 |
| | £1,003,123 |
| Gold and Silver | .. |
| Total | £1,003,123 |

STATEMENT of the quantities, and value of the various articles, the produce of the Equator, exported during the year 1861.

| Nature of Produce | Quantities | Price | Total Value |
|---|---|---|---|
| Cocoa ..... quintals | 216,781 | $10 | £433,560 |
| Straw Hats ..... dozens | 17,866 | $8 | 28,586 |
| Tanned Hides ..... halves | 17,280 | $3 | 10,368 |
| Timber ..... logs | 8,575 | $8 | 13,720 |
| Mangrove ..... poles | 3,531 | $0·50 | 353 |
| Bamboos ..... mil | 62,966 | $0·25 | 3,148 |
| Tobacco ..... quintals | 3,417 | $30 | 20,502 |
| Bark ..... „ | 4,437 | $12 | 10,649 |
| Coffee ..... „ | 1,480 | $12 | 3,552 |
| Sarsaparilla ..... „ | 67 | $20 | 268 |
| Orchilla ..... „ | 20,254 | $6 | 24,305 |
| Fire-wood ..... tons | 467 | $2 | 187 |
| Caoutchouc (India-rubber) quintals | 811 | $15 | 2,433 |
| Twine ..... lbs. | 7,150 | $0·40 | 572 |
| Gold and Silver Coin ..... | .. | .. | .. |
| Total ..... | .. | .. | £552,203 |

The articles specified in the preceding statement have been exported in the following manner, viz.:—

| Nationality of Vessels | Number of Vessels | Tonnage | Value of Cargoes |
|---|---|---|---|
| British ..... | 47 | 39,884 | £165,120 |
| Ecuatorian ..... | .. | .. | .. |
| Peruvian ..... | 132 | 6,624 | 23,698 |
| Chilian ..... | 10 | 1,443 | 8,624 |
| Spanish ..... | 10 | 3,493 | 286,828 |
| French ..... | 5 | 2,071 | 42,688 |
| United States ..... | .. | .. | .. |
| Danish ..... | .. | .. | .. |
| Hamburg ..... | 3 | 1,190 | 25,245 |
| Granadian ..... | .. | .. | .. |
| Central American ..... | .. | .. | .. |
| Total ..... | .. | .. | £552,203 |

*Observations on the Exports—Cocoa.*—The harvest has been of an enormous yield, since deducting from the 216,781 quintals exported, some 30,000 which belong to the year 1860, the rest is considered to be the greatest harvest that we have had since 1858. The exportation to England by way of Cape Horn ascends to 18,520 quintals, and some 12 or 15 thousand quintals *viâ* Panama, which is equivalent to double that exported to the United Kingdom in 1860. It appears however that the coming crop will not be as abundant as that of last year.

*Tobacco.*—The production does not progress as it should, when the reputation which that of this country is acquiring in Europe is taken into consideration. It is chiefly exported to Germany, but recently it has been sent to England on account of the difficulty which this country has experienced in obtaining it from its accustomed sources.

*Bark.*—Although the mountains of Ecuador are full of this plant, still commerce in the article quina is unimportant, for want of labour and the difficulty of transportation over bad roads.

*Orchilla.*—This product is increasing considerably, and its exportation becomes greater each successive year. Nearly all is exported to England, but recently it has been sent to France and Germany.

*Timber.* — This product is only exported to the neighbouring Republic of Peru.

*Sarsaparilla.*—The extraction of this weed like that of bark has much declined, and for the same reasons scarcity of labour and bad roads, or rather no roads.

*Coffee.*—The harvest of 1861 has been exceedingly scanty, but everywhere the people are dedicating themselves to its culture, so that in a few years it is probable that this country will export a considerable quantity.

*Caoutchouc* (India-rubber).—The same remarks made with respect to Bark and Sarsaparilla may be substantially applied to this material.

*Straw Hats.*—Their manufacture has somewhat dimished, through the competition of the Republic of Peru and New Granada, and above all by habit which is becoming general—the use of French felt-hats.

The import duties are charged specifically on the articles imported, according to the tariff which has been in use for some years, with the following exceptions :—

The Custom-house tariff has undergone these deductions: 50 per cent. upon ready-made clothing and jewellery, and 25 per cent. upon wines and liquors, furniture, and silk. Besides, there has been conceded 10 per cent. reduction upon merchandise from the Atlantic *viâ* Panama, by agreement with the Panama Railroad Company, who also makes a reduction of 10 per cent. upon the freight of the same effects.

Guayaquil, January 1, 1862.

# FRANCE.

## BORDEAUX.

*Report by Mr. Consul Scott on the Trade of Bordeaux for the year* 1861.

*Shipping and Navigation.*—The general navigation at the port of Bordeaux, during the year 1861, as compared with that of the preceding year, presents a notable increase, as shown by the following statement:

| Year | Arrivals | | Departures | |
|---|---|---|---|---|
| | Vessels | Tons | Vessels | Tons |
| 1860..... | 3,040 | 429,812 | 2,986 | 437,238 |
| 1861..... | 3,372 | 489,044 | 3,058 | 504,122 |
| Increase in 1861.... | 332 | 59,232 | 72 | 66,884 |

This difference bears principally upon French shipping. Foreign going vessels, including colliers from England, inwards; and upon both foreign-going vessels and coasters, outwards.

The share of British ships in the navigation of this port in 1861 is much about the same as in the former year, and the same can be said of ships of all other foreign countries,

Ship building has continued very slack. The number of vessels built within this district in 1861 was as follows:—

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| From 5 to 600 tons, | 2 | ships, | measuring | together | 1,103 | tons. |
| „ 4 to 500 | „ | 3 | „ | „ | „ | 1,401 | „ |
| „ 3 to 400 | „ | 3 | „ | „ | „ | 1,105 | „ |
| „ 2 to 300 | „ | 5 | „ | „ | „ | 1,318 | „ |
| „ 1 to 200 | „ | 2 | „ | „ | „ | 306 | „ |
| „ 60 to 100 | „ | 1 | „ | „ | „ | 79 | „ |
| „ 30 to 60 | „ | 1 | „ | „ | „ | 51 | „ |
| „ 20 to 30 | „ | 1 | „ | „ | „ | 28 | „ |
| Total | 18 | ships, | measuring | together | 5,391 | tons. |

Besides the above, seven French vessels sold abroad have been registered a new here, viz.:—

| | | | |
|---|---|---|---|
| 1 | vessel, | measuring | 1,026 tons. |
| 1 | „ | „ | 721 „ |
| 2 | „ | „ | 859 „ |
| 2 | „ | „ | 522 „ |
| 1 | „ | „ | 144 „ |
| 7 | vessels | measuring | 3,242 tons. |

Although several foreign ships were offered for sale during the year, none have been bought.

The number and tonnage of vessels belonging to the port of Bordeaux on 31st December, 1861, was as follows :—

| | | | | | | |
|---|---|---|---|---|---|---|
| Above 800 tons, | 8 | vessels, | measuring | together | 10,432 | tons. |
| From 7 to 800 | „ 7 | „ | „ | „ | 5,041 | „ |
| „ 6 to 700 | „ 9 | „ | „ | „ | 5,822 | „ |
| „ 5 to 600 | „ 35 | „ | „ | „ | 18,220 | „ |
| „ 4 to 500 | „ 61 | „ | „ | „ | 27,406 | „ |
| „ 3 to 400 | „ 62 | „ | „ | „ | 21,890 | „ |
| „ 2 to 300 | „ 108 | „ | „ | „ | 27,243 | „ |
| „ 1 to 200 | „ 70 | „ | „ | „ | 10,510 | „ |
| „ 60 to 100 | „ 50 | „ | „ | „ | 4,053 | „ |
| „ 30 to 60 | „ 34 | „ | „ | „ | 1,471 | „ |
| „ 20 to 30 | „ 7 | „ | „ | „ | 191 | „ |
| Total | 450 | vessels, | measuring | together | 132,279 | tons. |

With the exception of the steam packet "Saintonge," plying between Rio Janeiro and the River Plate, Bordeaux does not possess a single foreign going or coasting ship of that description. There exists, however, a dozen boats of different dimensions plying on the river.

Thirty-five vessels, measuring 8,886 tons, belonging to this port, have been either sold abroad or lost during the year.

The contemplated establishment of a careening basin or graving dock by the Chamber of Commerce has not moved a step as yet, and the packets of the Brazilian line are still, when necessary, obliged to go to Rochefort for repairs. The graving wharf constructed by Mr. Armand the ship builder has, however, been established for some months past, and has been tested with some success for vessels of a middling tonnage, and the builder is sanguine that ere long it will be suited for ships of the largest size.

The two new light-houses erecting at Hourtins, between those of Cordouan and Arcachon, are progressing actively.

*Trade and Commerce.*—The effects of the Treaty of Commerce with England have been as yet but slightly felt here. This Treaty, that with Belgium, and other liberal measures taken by the French Government, such as the opening of the ports of Martinique, Guadeloupe, and Reunion to the trade of all countries had led to the hope that business at Bordeaux would at last develope itself on a much larger scale; but this hope has failed once more, and with a few exceptions, among which the imports of coal from England, and an increase of about 115,000 gallons of wine in the exports to the United Kingdom may chiefly be noted, the trade here, in 1861, was much about the same as in former years.

This untoward state of things may justly be attributed to four principal causes :—

1. A scanty harvest throughout the country.

2. A very limited vintage in this and in the neighbouring departments, and the consequent high prices of wine and spirits.

3. The American revolution, the effects of which have been and still are most severely felt here.

4. The very general uneasiness and want of confidence prevailing among the commercial community.

The market prices of goods being ever kept secret, and the price-currents published, though official, being deplorably inacurate, it is impossible to give any reliable information on that head, nor can the invoice-value of the goods imported and exported be stated, the

duties being generally levied on the weight, measure, or number, and consequently invoices are not produced at the customs or elsewhere.

The fluctuations of exchange between Bordeaux and London, in 1861, are shown in the following Table :—

| 1861 | At Sight | At 90 Days |
|---|---|---|
| | fr. c. fr. c. | fr. c. fr. c. |
| January | 25 20 to 25 25 | 24 80 to 24 85 |
| February | 25 27½ to 25 30 | 24 87½ to 24 90 |
| March | 25 35½ to 25 37½ | 24 90 to 25 05 |
| April | 25 20 to 25 25 | 24 80 to 25 05 |
| May | 25 30 to 25 32½ | 24 97½ to 25 00 |
| June | 25 32½ to 25 35 | 24 97½ to 25 00 |
| July | 25 27½ to 25 30 | 24 87½ to 24 90 |
| August | 25 27½ to 25 30 | 24 87½ to 24 90 |
| September | 25 35 to 25 37½ | 25 00 to 25 05 |
| October | 25 25 to 25 27½ | 24 85 to 24 87½ |
| November | 25 20 to 25 25 | 24 80 to 24 85 |
| December | 25 17½ to 25 20 | 24 77½ to 24 80 |

*Agriculture.*—With the exception of the culture of the vine, which is carried to the highest state of perfection, agriculture within this district is progressing but very slowly, owing chiefly to the ever increasing division of landed property, and to the prejudices and routine of the peasantry who hold a considerable proportion of the land.

As stated in my last Report, capital has been and continues to be invested in the purchase of lands (heaths), situated between this and Bayonne, with a view of extending the culture of the pine and other forest trees, and in the better parts, of maize, rye, millet seed, &c. Experiments hitherto made in that respect having generally proved successful, and as the Government encourages these operations, there is but little doubt that the breaking up of these lands will continue on the increase. As much can be said of the considerable extent of marshland still existing in this department, the drainage of which is now carried on on a large scale.

The corn crops, in 1861, proved very deficient, and the yield was at least one-third less than in ordinary years. Quality good.

The imports of wheat during the year amounted to 62,505 quarters, of which 37,608 from England, and 18,373 from the United States.

The effects of the abolition of the sliding-scale system for the regulation of duties on imports and exports of corn and grain have not been felt here.

The duties on the importation and exportation of corn and grain, &c., as established by the Law of the 17th of June, 1861, when the sliding-scale was suppressed, are as follows :—

On wheat: by French ships and by land, 50 c. per 100 kilos. (5*d.* for 221 lbs.); by foreign vessels, 1f. per 100 kilos. (10*d.* per 221 lbs.)

On flour: by French ships and by land, 1f. per 100 kilos. (10*d* per 221 lbs.); by foreign ships, 1f. 50c. per 100 kilos (1*s.* 3*d.* per 221 lbs.)

On rye, maize, barley, buckwheat, oats, dry pulse, chesnuts, millet seed, tares, vetches; by French ships and by land, free; by foreign ships, 50c. per 100 kilos. (5*d.* per 221 lbs.)

On flour or meal of ditto, per French ships and by land, free; ditto, by foreign ships, 50c. per 100 kilos. (5*d.* per 221 lbs.)

The exportation of the above, and of all other alimentary produce or bread stuff, as well as potatoes, is duty free.

The following statement gives the average market prices at Bor-

deaux, in 1861, of the different kinds of corn and grain, of potatoes, and other agricultural produce, calculated at the average rate of exchange of the year, that is 25f. 12½c. per pound sterling.

| Names of Articles | Prices | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | In French Money, and per French Measure or Weight | | | | In English Money, and per English Measure or Weight | | | | |
| | Measure or Weight | Lowest | | Highest | | Measure or Weight | Lowest | | Highest | |
| | | fr. | c. | fr. | c. | | s. | d. | s. | d. |
| Wheat, best | Hectol. | 27 | 50 | 29 | 25 | Imp. qur. | 63 | 6 | 67 | 6 |
| Do. ordinary | „ | 25 | 00 | 26 | 37 | „ | 57 | 9 | 60 | 10 |
| Rye, best | „ | 17 | 50 | 18 | 12 | „ | 40 | 5 | 44 | 3 |
| Do. ordinary | „ | 16 | 25 | 16 | 87 | „ | 37 | 6 | 38 | 11 |
| Beans, best | „ | 14 | 00 | 14 | 37 | „ | 32 | 4 | 33 | 5 |
| Do. ordinary | „ | 13 | 00 | 13 | 87 | „ | 30 | 0 | 32 | 0 |
| Maize, best | „ | 14 | 12 | 15 | 00 | „ | 32 | 7 | 34 | 8 |
| Do. ordinary | „ | 13 | 37 | 14 | 12 | „ | 30 | 10 | 32 | 7 |
| Barley, best | „ | 13 | 75 | 14 | 50 | „ | 31 | 9 | 33 | 6 |
| Do. ordinary | „ | 12 | 87 | 13 | 62 | „ | 29 | 9 | 31 | 5 |
| Oats, best | „ | 11 | 37 | 12 | 00 | „ | 26 | 3 | 27 | 8 |
| Do. ordinary | „ | 10 | 12 | 10 | 87 | „ | 23 | 4 | 25 | 1 |
| Peas, best | „ | 30 | 25 | 32 | 50 | „ | 69 | 10 | 75 | 0 |
| Do. ordinary | „ | 27 | 25 | 28 | 50 | „ | 62 | 11 | 65 | 9 |
| French Beans, best | „ | 28 | 00 | 29 | 75 | „ | 64 | 8 | 68 | 8 |
| Do. ordinary | „ | 26 | 00 | 27 | 00 | „ | 60 | 0 | 62 | 4 |
| Lentils, best | „ | 30 | 35 | 33 | 50 | „ | 69 | 10 | 77 | 4 |
| Do. ordinary | „ | 27 | 75 | 29 | 25 | „ | 64 | 0 | 67 | 6 |
| Flour, best | 50 kilos. | 24 | 12 | 25 | 12 | 110½ lbs. | 19 | 2 | 20 | 0 |
| Do. ordinary | „ | 23 | 00 | 24 | 06 | „ | 18 | 3 | 19 | 1 |
| Potatoes | Hectol. | 5 | 37 | 6 | 25 | 3 bushels | 4 | 3 | 5 | 0 |

*Population and Industries.*—On the 1st of January, 1861, the population of the department of the Gironde was reckoned at 667,193 souls.

Bordeaux at the same date contained about 163,000 inhabitants. This population is principally composed of merchants, tradesmen, artificers, and labourers.

There are no mines in this department. Rather extensive stone quarries exist in the neighbourhood. This is not a manufacturing district, and with the exception of a pottery where 600 or 700 persons are employed, a few metalurgic establishments on a limited scale, and a certain number of sugar refineries and common green glass bottle manufactories, no factories of note can be cited.

*Public Works.*—Very few public works of any importance are in course of execution in this department: among those of some note are the jetties and break-water at the entrance of the Gironde, and those carried on to improve the river, the details of all which were given at full length in my last year's Report. The Town Council, however, contemplates a series of works, such as the opening of new streets, the erection of buildings for museums, public library, gallery of pictures, &c., and to that effect they have voted a loan of 18,000,000f. (£700,000); but as all this must be submitted to the apppoval of the Government, it is impossible to say when the loan will be effected, and much less when the projected works will be began.

The establishment of a new lazarretto is now in full progress at Trompelouy, near Pauillac, on the same spot where the old one existed. It is expected to be finished by the end of 1862. It will consist of

four pavilions, built at each angle of the premises, with one story above the ground floor, and each pavilion will be accommodated with fourteen beds and a dining-room. Besides these, there will be proper buildings for the warehousing, airing, fumigating, &c., of the goods that may be landed. Plantations are also contemplated.

The cost of the whole is estimated at 133,000 francs (£5,320), and the furniture at 25,000 francs (£1,000). This small amount shows that the establishment will be on a very limited scale.

The stone bridge over the Gironde has been redeemed since my last report, and this is considered as a great boon by the population of Bordeaux and of the surrounding country.

*General Remarks.*—The question of docks at Bordeaux, although occasionally controversed in certain diaries, and still supported by some of the public bodies, appears to be quite at a stand, as well as that relating to the extension of the vertical quays, the want of which is certainly severely felt, particularly by the English trade per steamers, which is daily increasing.

Bordeaux, August 14, 1862.

## BORDEAUX.

*Report by Mr. Consul Scott on the Trade of Bordeaux for the year* 1862.

### SHIPPING AND NAVIGATION.

The general navigation at the port of Bordeaux, in 1862 continued on the increase, as shown by the following comparative Table :—

| Years. | Arrivals. | | Departures. | |
|---|---|---|---|---|
| | Vessels. | Tons. | Vessels. | Tons. |
| 1861 | 3,372 | 489,044 | 3,058 | 504,122 |
| 1862 | 3,660 | 554,019 | 3,699 | 560,448 |
| Increase in 1862 .... | 288 | 64,975 | 641 | 56,326 |

This notable difference bears in a large proportion upon British navigation.

The number of British vessels entering the port of Bordeaux, in 1861, was :—

356 measuring 91,399 tons.
In 1862, it amounted to 518 „ 147,600 „
Increase..... 162 „ 56,201 „

The clearances in 1861, amounted

to 377 measuring 95,210 tons.
and in 1862, to 515 „ 146,926 „
Increase..... 138 „ 51,786 „

Although ship-building has continued very slack, the number of vessels built in 1862 exceeded by far that of the former year—thus in 1861, 18 vessels only, measuring 5,391 tons, were launched within this district, whereas in 1862, the number built here amounted to 35, measuring 10,895 tons, as follows :—

| | | | |
|---|---|---|---|
| From 400 to 500 tons .... | 8 | measuring 3,599 tons. | |
| „ 300 to 400 „ .... | 12 | „ | 4,352 „ |
| „ 200 to 300 „ .... | 9 | „ | 2,326 „ |
| „ 100 to 200 „ .... | 2 | „ | 334 „ |
| „ 60 to 100 „ .... | 3 | „ | 232 „ |
| „ 30 to 60 „ .... | 1 | „ | 50 „ |
| Vessels ..... | 35 | „ | 10,895 „ |

On the 31st of December, 1862, the number and tonnage of ships belonging to the port of Bordeaux, was as follows :—

SAILING VESSELS

| | | | | | |
|---|---|---|---|---|---|
| Of 800 tons and above | .... | 6 | measuring | 8,341 | tons. |
| From 700 to 800 „ „ | .... | 5 | „ | 3,605 | „ |
| „ 600 to 700 „ „ | .... | 9 | „ | 5,822 | „ |
| „ 500 to 600 „ „ | .... | 28 | „ | 14,974 | „ |
| „ 400 to 500 „ „ | .... | 52 | „ | 23,356 | „ |
| „ 300 to 400 „ „ | .... | 64 | „ | 23,257 | „ |
| „ 200 to 300 „ „ | .... | 107 | „ | 28,311 | „ |
| „ 100 to 200 „ „ | .... | 69 | „ | 11,406 | „ |
| „ 60 to 100 „ „ | .... | 48 | „ | 4,072 | „ |
| „ 30 to 60 „ „ | .... | 34 | „ | 1,567 | „ |
| „ 20 to 30 „ „ | .... | 7 | „ | 215 | „ |
| Total | ..... | 429 | „ | 124,926 | „ |

*Steamers.*—Out of the 12 steamers belonging to the port of Bordeaux, 1 only is employed in transatlantic navigation. The remaining 11 are merely passenger boats and tugs indiscriminately. This service is but indifferent, owing to the absence of competition. The charges are high, and the power of the tugs particularly are insufficient.

In 1862, 31 vessels, measuring 9,687 tons, have ceased to belong to this port, owing to wreck, abandon, and sale.

Although maritime operations have not attained the degree of extension that might be desired, the limited number of ships belonging to this port often compels shippers to freight foreign ships for transatlantic operations, especially for the United States, insurers objecting to cover risks in American bottoms.

Freights are generally remunerative, and one is at a loss to comprehend the cause why more ships are not built or purchased abroad.

The great majority of foreign-going vessels belonging to this port are owned by the merchants carrying on business with foreign countries, but no other class of persons not so engaged take part in this kind of industry, nor does the system of association for a similar purpose exist as in England.

British navigation to Bordeaux, in 1862, as has already been mentioned, has increased to a notable extent. This increase takes its rise from the demand for British coal, a considerable portion of which is brought by steamers.

Out of 243 vessels of that description arriving at Bordeaux in 1862, 97, measuring 41,719 tons, were exclusively employed in the coal trade. It may be naturally supposed that the profits resulting therefrom must be good, for these vessels, which are always the same, return in ballast to England.

*Trade and Commerce.*—Although the number and tonnage of ships actively employed at Bordeaux, in 1862, has been superior to the preceding year, commercial affairs, except with England, offer little difference. This state of things may be chiefly attributed to the continuation of the civil war in the United States, and, to a certain degree, to the French expedition to Mexico.

Transactions with Great Britain have taken place on a more extensive scale, and all tends to foreshadow a still greater improvement. On importations it has more particularly borne on coal and iron (cast and bar).

In 1861, 200,242 tons of coal were imported from Great Britain, and in 1862, 241,321, making a difference of 41,279 tons in favour of the latter year.

The total importation of coal last year amounted to 241,908 tons, viz. :—

| | | |
|---|---|---|
| From Great Britain | 241,321 | tons. |
| „ Holland | 233 | „ |
| „ Belgium | 273 | „ |
| „ other places | 81 | „ |
| Total | 241,908 | „ |

The carriage from Great Britain was effectuated as follows :—

| | | |
|---|---|---|
| By British Ships | 164,357 | tons. |
| French | 72,673 | „ |
| Others | 4,291 | „ |
| Total | 241,321 | „ |

From the above details it may be seen how great is the preference given to this important branch of British commerce to the same article produced elsewhere.

Hitherto British manufactured produce has found but a slight outlet here, and that only for consumption.

In exports, and in spite of the causes of discouragement already alluded to, certain articles have increased, among them are :—

All resinous produce, which is much sought for in England since the existence of the American difficulties.

As heretofore it is still impossible to give either the market price or invoice price of imports or exports, because the published price currents are deplorably inexact, because the duties on the great majority of articles are levied on the weight, measure, or number, and because the invoices are never produced either at the Custom-house or elsewhere.

The fluctuations of exchange between Bordeaux and London, in 1862, were as follows :—

| Months. | At Sight. | | | | At Thirty Days. | | | | At Ninety Days. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Lowest. | | Highest. | | Lowest. | | Highest. | | Lowest. | | Highest. | |
| | fr. | c. | fr. | c. | fr. | c. | fr. | c. | fr. | c. | fr. | c. |
| January | 25 | 12½ | 25 | 25 | 25 | 07½ | 25 | 20 | 24 | 97½ | 25 | 07½ |
| February | 25 | 12½ | 25 | 12½ | 25 | 07½ | 25 | 10 | 25 | 0 | 25 | |
| March | 25 | 12½ | 25 | 27½ | 25 | 07½ | 25 | 22½ | 25 | 0 | 25 | 15 |
| April | 25 | 25 | 25 | 27½ | 25 | 20 | 25 | 22½ | 25 | 12½ | 25 | 15 |
| May | 25 | 17½ | 25 | 25 | 25 | 10 | 25 | 20 | 25 | 0 | 25 | 12½ |
| June | 25 | 17½ | 25 | 25 | 25 | 10 | 25 | 20 | 25 | 0 | 25 | 07½ |
| July | 25 | 17½ | 25 | 25 | 25 | 12½ | 25 | 20 | 25 | 02½ | 25 | 07½ |
| August | 25 | 17½ | 25 | 22½ | 25 | 12½ | 25 | 17½ | 25 | 05 | 25 | 10 |
| September | 25 | 15 | 25 | 17½ | 25 | 10 | 25 | 12½ | 25 | 02½ | 25 | 05 |
| October | 25 | 15 | 25 | 17½ | 25 | 07½ | 25 | 12½ | 24 | 95 | 25 | 05 |
| November | 25 | 12½ | 25 | 15 | 25 | 05 | 25 | 07½ | 24 | 92½ | 24 | 95 |
| December | 25 | 12½ | 25 | 17½ | 25 | 05 | 25 | 10 | 24 | 92½ | 24 | 97½ |

*Agriculture.*—It is an often repeated fact that the cultivation of the vine is the most important of all in this department, where every means is employed to perfect it ; it is also gradually increasing.

The results of the vintage of 1862, are estimated at about 260,000 tuns (52,000,000 gallons), or two-thirds of an average year, which is distributed in the following manner :—

| Classed Red Wines of Medoc. | | | |
|---|---|---|---|
| 1st growth, about | 270 tuns. | | |
| 2nd „ „ | 782 „ | | |
| 3rd „ „ | 758 „ | | |
| 4th „ „ | 486 „ | | |
| 5th „ „ | 780 „ | | |
| | | 3,076 tuns. | |
| Unclassed red wines of Medoc | about | 32,000 | „ |
| The districts of Blaye and Bourg | „ | 12,000 | „ |
| „ Lilbourne | „ | 20,000 | „ |
| The other districts, ordinary red and white wines | „ | 192,254 | „ |
| Superior white wines | „ | 670 | „ |
| | | 260,000 | „ |

All other cultivation remains stationary in spite of the encouragements of the Government and of numerous agricultural societies. Cattle breeding alone is improving, and though it cannot yet be compared with that of England, a notable progress may be discerned in the breeds and the manner of fattening, as evinced in the various cattle-shows held annually.

The corn harvest of 1862 in this district was estimated as a good ordinary one. That of forage, without being very abundant, was satisfactory, both as regards quantity and quality. That of maize produced only two-thirds of an ordinary year. This deficit prevented exportation, which in years of abundance gives rise to numerous and profitable operations.

The following Table gives the mean prices of various kinds of grain at Bordeaux, in 1862, calculated at the average exchange of the year, say 25f. 10c. per £ sterling :—

| Names of articles. | Prices. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | In French money, and per French measures or weights. | | | | | In English money, and per English measures or weights. | | | | |
| | Measures or weights. | | Lowest. | | Highest. | Measures or weights. | Lowest. | | Highest. | |
| | Hectolitre. | | fr. | c. | fr. | c. | Per imp. quarter. &c. | s. | d. | s. | d. |
| Wheat—best .... | „ | 1 | 24 | 63 | 25 | 63 | „ | 56 | 10 | 59 | 3 |
| do. ordinary.. | „ | 1 | 22 | 75 | 24 | 0 | „ | 52 | 7 | 56 | 3 |
| Rye—best..... | „ | 1 | 14 | 25 | 15 | 12 | „ | 32 | 11 | 34 | 11 |
| do. ordinary.. | „ | 1 | 13 | 38 | 14 | 06 | „ | 30 | 10 | 32 | 6 |
| Beans—best..... | „ | 1 | 14 | 12 | 14 | 75 | „ | 32 | 7 | 34 | 1 |
| do. ordinary.. | „ | 1 | 13 | 0 | 13 | 63 | „ | 30 | 1 | 31 | 6 |
| Maize—best ..... | „ | 1 | 13 | 75 | 14 | 50 | „ | 31 | 9 | 33 | 7 |
| do. ordinary.. | „ | 1 | 12 | 25 | 13 | 0 | „ | 28 | 4 | 30 | 1 |
| Barley—best..... | „ | 1 | 12 | 50 | 14 | 0 | „ | 28 | 11 | 33 | 2 |
| do. ordinary.. | „ | 1 | 11 | 83 | 12 | 42 | „ | 27 | 4 | 28 | 9 |
| Oats—best ..... | „ | 1 | 9 | 69 | 10 | 31 | „ | 22 | 5 | 23 | 4 |
| do. ordinary.. | „ | 1 | 9 | 13 | 9 | 63 | „ | 21 | 1 | 22 | 3 |
| Peas—best ..... | „ | 1 | 28 | 33 | 29 | 33 | „ | 65 | 6 | 67 | 9 |
| do. ordinary.. | „ | 1 | 25 | 34 | 26 | 67 | „ | 58 | 7 | 61 | 8 |
| French Beans—best | „ | 1 | 24 | 75 | 26 | 25 | „ | 57 | 2 | 60 | 8 |
| do. ordinary.. | „ | 1 | 23 | 25 | 24 | 13 | „ | 53 | 9 | 55 | 9 |
| Lentils—best .... | „ | 1 | 32 | 50 | 35 | 0 | „ | 75 | 1 | 80 | 11 |
| do. ordinary.. | „ | 1 | 27 | 0 | 29 | 25 | „ | 62 | 5 | 67 | 8 |
| Flour—best..... | kilog. | 50 | 22 | 38 | 22 | 88 | 110½lb | 17 | 10 | 18 | 3 |
| do. ordinary.. | „ | 50 | 20 | 25 | 21 | 25 | 110½ „ | 16 | 2 | 16 | 11 |
| Potatoes ..... | hecto. | 50 | 5 | 00 | 5 | 75 | bushls. 3 | 4 | „ | 4 | 7 |

The cultivation of tobacco is increasing. In 1862, 834 hectares (2,061 acres) were affected to it, producing about 1,000,000 of kilogrammes (2,204,621lbs.) of the average value of 1,000,000 francs (40,000*l*).

During the past year only 10 hectares (about 25 acres) of land were drained in addition to those of previous years, which amounted to 1,802 hectares 52 ares (4,454 acres), making a total of 1,812 hectares 52 ares (4,479 acres).

The breaking up and the cultivation of the "Landes" continue to be carried on with vigour, the greatest portion is affected to the cultivation of the pine (pinus maritima). The high price of resinous matters, and the great demand for railway sleepers and pit props, holding out a sufficient incentiae.

The draining off of the various lakes and ponds situated at the foot of the "Dunes" (sand hills), extending along the coast, from the mouth of the river to the Bay of Arcachon, is progressing. Already 6,000 hectares (14,826 acres) of land have been reclaimed, belonging to 625 different proprietors.

*Population and Industries.*—The population of Bordeaux on the 31st of December, 1862, was estimated at 163,750 souls. It is composed of merchants, public functionaries, and those employed under them, tradespeople, workmen, day labourers of all descriptions, and a limited number of persons of independent means.

*Mines and Manufactures.*—There are no mines in this department, but many important quarries of stone of various qualities, which are employed in building and paving.

Neither is this a manufacturing district. It possesses a pottery employing from 600 to 700 hands; a few small metallurgic establishments; some glass-blowing establishments, chiefly for the fabrication of bottles; about a dozen sugar refineries, and a limited number of manufactories of carpets and blankets, one of which is alone of any importance.

*Public Works.*—No new public works have been undertaken in 1862. Those which had been begun previously have been continued, and some of them are approaching their termination.

*River Navigation.*—The works for the improvement of the River Gironde and Lower Garonne are being steadily carried on, and have attained two-thirds of their completion. What has been already executed has given the most satisfactory results.

*Lazaretto.*—The building of the new Lazaretto is proceeding slowly, although it is calculated to be finished by the end of 1863. The estimated cost of the building is 158,000 francs (6,320*l.*)

*Lighthouses.*—The twin lighthouses, midway between those of Cordouan and Areachon, are nearly finished. The following details may present some interest.

They are erected on a parallel line, at 200 metres (656 feet) apart, and about 1,800 metres (5,905 feet) from the sea shore, on a sand hill, measuring about 33 metres (108 feet) above high water level.

They are built of brick with stone copings, the height of the towers is 22 metres (72 feet), making in all 55 metres (180 feet) above the sea. Their lights, which are to be of the first order, will be visible at the distance of 27 miles.

Their general form is that of a truncated quadrangular pyramid with a square basement placed on a stone platform, and supporting a gallery.

The interior is cylindrical with circular sections.

Close to the lighthouse, and on a parallel line, are the habitations of the guardians, with dependencies at the back of each; they are three in number.

The estimated cost of the whole is 350,000 francs (14,000*l.*); that of the apparatus for lighting 180,000 francs (7,200*l.*), but it is anticipated that the first item will be exceeded.

It is expected that both lighthouses will be lit up during the present year.

*Works at the "Pointe de Grave."*—The works for the protection of the coast at the "Pointe de Grave," at the entrance of the River Gironde, on its left bank, against the encroachments of the sea, are being actively carried on. Out of the sum of 4,100,000 francs (164,000*l.*) which was voted during the last session for that purpose, 700,000 francs (28,000*l.*) were expended during 1862. All the works previously finished have answered well, and the inhabitants of the "Bas Médoc" are beginning to be reassured that the fate which was threatening them from the irruption of the Atlantic will be warded off.

Previous to this vote, 6,000,000 francs (240,000*l.*) had been expended on these works.

*Docks.*—Nothing has hitherto been decided about docks or graving docks, although a concession for a floating graving dock was conceded in 1862.

*Bridges.*—The Bordeaux bridge across the Garonne was declared free by decree of the Emperor of the 25th of August, 1861. The interests of the company are to be settled by arbitration; the state, the department,

the municipality of Bordeaux, and private subscriptions, each contributing toward this object.

*Roads.*—No new roads of any kind have been made during 1862. The number of agricultural roads imposed on the southern railroad by the government, for the purpose of opening out the "Landes," now amounts to ten, measuring 174 kilometres (108 miles).

### GENERAL REMARKS.

*Ostrioculture and Pisciculture.*—During the last several years, the French Government has bestowed much attention on the most effective means of increasing the production of oysters and fish. Among the different parts of the French littoral which have more particularly attracted the notice of the government, the "Bassin d'Arcachon," situated on the Bay of Biscay, and in this department, may be cited as particularly favourable to the production of oysters.

This bay, which receives the waters of the Atlantic, has been, from time immemorial, celebrated for its oysters, known by the name of *gravettes*. The nature of the ground, composed of sand and mud, extending over a surface of about 40,500 hectares (100,081 acres), but of which 1,200 hectares (2,965 acres) only are available, is well adapted to the breeding and to the development of this shell-fish. But owing to the latitude allowed to the fishermen, and the supineness of the maritime authorities, the bay had become almost entirely depopulated. This state of things at length awakened the attention of the Government, and in 1854, oyster-fishing in the Bay of Arcachon was forbidden, and the interdiction remained in vigour till the close of 1859. The result was excellent, for where, in former years, barely the sum of 1,000 francs (40*l.*) had been produced, the result of the first year's fishing, after its re-opening, produced to the fishermen upwards of 230,000 francs (9,200*l.*) independently of the private concessions.

The ground being the property of the state, the Minister of Marine determined to make experiments on a portion of it, and in 1854, two beds of the extent of $21\frac{1}{2}$ hectares (53 acres) were prepared and gradually stocked.

Concessions of ground were also granted to private industry for the same purpose, when in 1859, Monsieur Coste, who had previously acquired some celebrity from his theory of pisciculture, visited the bay, and by the magnificence of the promises held out by him, induced the inhabitants to believe that they had an inexhaustible source of wealth within their reach. The maritime authorities, jealous of his interference, and convinced from experience of the exaggeration of his statements, wisely endeavoured to moderate the ardour of speculation, by stringent regulations.

From their researches and experiments they had ascertained that only a portion of the ground was adapted to the breeding of oysters, and this, with few exceptions, they determined should be reserved for the special benefit of the fishermen, upon the principle that the maritime population on whom the service of the state fell so heavily, were alone entitled to derive all possible benefit from the fruits of the sea. A portion of the ground which is unfit for breeding, is well adapted to the development and to the fattening of the oyster, and these are the grounds upon which concessions are granted.

Up to the end of 1862, 110 concessions, averaging each 4 hectares (about ten acres) had been made, subject to certain conditions, of which the following are the most important :—

The concession to be unlimited, but revokable at any time, and sub-

ject to an annual payment of 80 francs (3*l.* 4*s.*) to the institution of the "Société de Secours Mutuels de Notre Dame d'Arachon."

To lay down during the first year, at least 20,000 oysters, in each hectare of ground conceded, and 4,000 during the following five years.

To enter into an engagement to try all the experiments that may be recommended.

The two beds belonging to the state have been in full produce for several years. This is estimated at about 2,000,000 a-year; the greatest portion is disseminated over the least productive part of the breeding ground in the "Bassin," and the rest is sent to different points, according to the instructions of the Minister of Marine, but hitherto, those oysters sent to Cette and Toulon have not succeeded.

In addition to the native oyster, others from different points have been introduced, particularly from Noirmoutiers, Britanny, England, and Spain.

In 1860, about 500,000 were imported at the suggestion of Monsieur Coste, for account of the state, from Marennes.

The expenses of these two beds, amount annually to about 100,000 francs (4,000*l.*) namely, for the cultivation, 20,000 francs (800*l.*); for a guardship, 80,000 francs (3,200*l.*); but this last item is not exclusively for the benefit of the state, as the crew, 60 in number, are occasionally employed to protect the various fisheries, and to serve as a police.

The cost of a private concession of 4 hectares (about 10 acres), was at first estimated at 6,000 francs (240*l.*) for the first year, and 2,000 francs (80*l.*) for each succeeding year, according to the system of cultivation advocated by Monsieur Coste; but these calculations differ greatly from those of the maritime authorities, who are of opinion, that with an annual outlay of 1,300 francs (52*l.*) (not including the first necessary outlay for materials, which may be estimated at 500 to 600 francs (20*l.* to 24*l.*) independent of the purchase of oysters for stocking the bed) a very fair profit may be obtained from the same ground. But where capital is forthcoming, much greater results may be attained by an intelligent employment of it.

On the concessions which are only adapted to the development and fattening of the oyster, the principal expense consists in the purchase of the small oyster. On the best ground it takes from eight months to a year before these are marketable. On those grounds more particularly fitted for the production, the returns are slower, as it requires from two to three years before the oyster attains a size at which it can be lawfully sold, but then even it is not fit for consumption, and must pass into the fattening beds. But once the first outlay in stocking is made, as the reproduction is very great, the chief expense consists in keeping the beds in proper repair, and in favouring the multiplication by artificial means.

The few concessions which combine the two qualities, naturally give the greatest profits, and can, consequently, afford a greater outlay of capital.

During the oyster season of 1862–63, the number of 15,097,000 oysters, which produced 141,967 francs (5,678*l.* 13*s.* 7*d.*) were bought of the fishermen to stock the beds.

These oysters were taken on the various parts of the bay left open to the fishermen.

During the same period, the quantity of oysters fit for consumption, taken from the whole of the conceded beds, amounted to 16,357,000, producing, at the average price of 24 francs (19*s.* 2*d.*) the 1,000, the sum of 392,568 francs (15,700*l.* 6*s.* 4*d.*).

These were sent to different parts of the country.

The local consumption may be estimated at about 1,000,000, of the value of about 23,000 francs (920*l.*) making a total of 17,357,000 sold from the 110 conceded beds.

From the year 1856 up to 1860, about 13,000,000 of foreign oysters, in 41 vessels, were imported into the Bay of Arcachon, averaging in the former year 18 to 20 francs (14*s.* 5*d.* to 16*s.*) the barrel of 5,000; but in the latter, the price had risen to 95 francs (3*l.* 16*s.*), in consequence of the great demand.

The following are the places whence the oysters were brought, and the number of the cargoes:—

| | | |
|---|---|---|
| 1 | Ship load from | Falmouth |
| 5 | „ | Ferrol |
| 15 | „ | Morbihan |
| 1 | „ | Rochefort |
| 17 | „ | Noirmoutiers |
| 1 | „ | Isle d'Aix |
| 1 | „ | Brest |
| 41 | | |

On the unreserved part of the bay, the results of the oyster fishing for the season of 1862–63, was not as satisfactory as in the two preceding periods, for in 1860–61, 19,900,000 were caught; in 1861–62, 18,105,000; and in 1862–63, only 15,097,000.

This falling off may be attributed to unpropitious seasons. But it must be remembered, that from 1854 to 1859, scarcely any oysters had been taken from the bay; that their multiplication had made great progress during that interval, consequently it is not surprising that the take should have been greater the first year after the re-opening, than in subsequent years. It is, however, expected that when once all the conceded beds are in full bearing, and the open breeding places well stocked and protected by wise and well-enforced regulations, the Bay of Arcachon will yield annually a much larger supply.

On the other hand, as regards the conceded beds, the following return will show, that a great improvement took place in 1862–63, as compared with 1861–62.

| | | |
|---|---|---|
| Oysters sold for consumption in | 1861–62 .. .. | 7,500,000 |
| „ | 1862–63 .. .. | 17,357,000 |

The increase of the latter period is explained in the following manner:—

In 1861–62, only 20 private beds, which composed the original concessions, took part in the sale; the remaining 90, which were granted in 1860, took little or no part. These latter, however, had absorbed the greatest portion of the 53 millions of oysters caught in the bay in 1860, 1861, 1862, besides 13 millions from abroad; and as the oyster cannot advantageously be kept beyond a certain time on the beds, it was necessary in the course of 1862–63 to clear off a certain quantity, this, combined with the desire to get back some part of the capital expended, will account for this great increase.

The importation of foreign oysters is not likely to increase much, unless the native should fail, for it has been remarked, that the former are inferior in taste and quality to the latter, though it is believed, that in the course of time, they will become assimilated with the native kind.

As the oyster season begins in September and ends in April, it has been impossible to avoid making one year run into the following instead of keeping each one separate.

*Pisciculture.*—The theory of Monsieur Coste that the propagation of fish by artificial means can be effected, does not appear to be adopted by the maritime authorities on this station, for although he proposed to the Government to form reservoirs for the purpose in the Bassin d'Arcachon, no steps have as yet been taken to carry out his views, nor does there appear to be any disposition to commence such an expensive and problematic undertaking.

A few private reservoirs have existed for many years, where two or three of the common kinds of fish are kept, which serve to supply the market, when the tempestuous state of the weather will not allow the fishermen to venture out to sea.

The inference to be drawn from the information obtained here on this subject is, that the present prosperous condition of the oyster fisheries in the Bay of Arcachon, is mainly owing to the intelligent solicitude of the maritime authorities, and that the intervention of Monsieur Coste has only entailed much unnecessary expense both on the state and on many private speculators, without attaining those extraordinary results so confidently predicted by him.

In his zeal to assert the superiority of his system over the old one—which long experience had proved to be the most practical and efficient—he raised hopes doomed too soon to end in disappointment. For it is abundantly proved, that even in the productions of the sea, where nature has not ordained they should succeed, the ingenuity of man is at fault.

On the favoured spots, and with a good direction, there is no doubt a great increase may be obtained by the old and long tried mode of cultivation, but on those only, for hitherto the artificial means introduced by M. Coste have failed in rendering productive all others. Practice and experience, in this instance, are evidently superior to theory.

In concluding this report, a few words may be said on the present state of living at Bordeaux.

With the exception of bread, the price of every other commodity still remains excessively high, nor has house-rent fallen; and though wages have risen in proportion, there does not appear to be any marked improvement in the social state of the lower classes. It cannot, however, be denied, that the progress of civilization has gradually created among them a tendency towards more expensive habits, and that what formerly were esteemed luxuries, have now become indispensable wants. Hence, the increasing demands for augmentation of wages and salaries, which fall the more heavily on masters, that they have to contend not only with the present high scale of prices of all articles of consumption, as well as of those connected with their trade or business, but also with competition, by which they are prevented from raising their prices in a proportionate manner.

"The hardness of the times," therefore, appears to be felt more severely by the middle classes than by the lower.

Bordeaux, June 23, 1863.

## CALAIS.

*Report by Mr. Consul Hotham upon the Trade of Calais, for the year* 1861.

*Shipping.*—There was a slight diminution in the total number of vessels entering and leaving the port of Calais during the year 1861, as compared with the previous year. This, however, was solely attributable to the suppression of the South Eastern Railway Company's boats on the 1st of February, 1861, and has no reference to the trade of the port; the total increase in the value of the seaports being £488,028.

*Imports—Wool Cotton and Thread.*—There was a large increase in the importation of wool and cotton thread, the increase in wool alone being £158,243. This was chiefly owing to the stock of the merchants of Roubaix and Tourcoing being exhausted, in consequence of which, notwithstanding the high prices, they were forced to purchase from the London docks, from Ireland, and from Kent.

*Iron.*—In the importation of pig iron there has been a large increase. By the decree of the 11th October, 1860, the temporary admission of English pig iron at the rate of 2 fr. 50 c., instead of at 4 fr. per 100 kilogrammes (or 2*s.*) instead of 3*s.* 2½*d.* per 220 lbs., and manufactured iron at 3 fr. 25 c. instead of 7 fr., has greatly increased the importation of iron at this port. The beneficial results of this temporary admission have been still further increased by the Imperial Decree of the 15th February, 1862, and, notwithstanding a momentary diminution, the importation of iron continues to increase. The quantity imported during the first three months of the present year (1862) being 1,654 tons more than during the corresponding period in 1861.

*Coal.*—In coal there has only been a slight increase. Out of the 30,548 tons imported, 3,675 tons were sent up the country by canal, and 858 tons only by railway. The whole of the remainder was consumed in Calais and the neighbourhood. Many manufactories, however, in Calais and St. Pierre-lès-Calais are now making use of French coal brought from this department; this will account for so small an increase in the importation of English coal during the past year.

*Flax.*—The increase in flax was more the result of accident than of any steady increase in the importation of that article. Of the 1,320,504 lbs. imported, about three-fourths were for the adjoining town of St. Pierre-lès-Calais, the remainder being forwarded by railway chiefly to Lille.

*Timber.*—The large increase in the importation of timber was principally owing to the small stock remaining from the previous year. The principal mode of conveying timber is by means of the canals. The average freights were:—

| | | | | |
|---|---|---|---|---|
| To St. Omer | | 2 fr. | 25 c. | per ton. |
| „ Lille | 4 fr. to | 4 „ | 50 „ | „ |
| „ Valenciennes | | 6 „ | 25 „ | „ |
| „ Cambrai and St. Quentin | | 6 „ | 50 „ | „ |
| „ Wadaucourt | | 7 „ | 00 „ | „ |
| „ Paris | | 12 „ | 00 „ | „ |

The railway conveys it at the same prices, but owing to extra expenses, amounting to 2f. 70c. per ton by this mode of conveyance before the wood comes to the Paris market, the preference is naturally given to water carriage.

*Wheat and Flour.*—Notwithstanding an increase in the importation of corn, as compared with 1860 (resulting from favourable prices), the

amount seems insignificant when it is recollected that the total quantity imported into France during the year 1861 amounted to between 12,000,000 and 14,000,000 hectolitres (from 4,133,425 to 4,814,856 quarters). But the greater part of the corn imported into the north of France is by way of Dunkirk, and the reason is easily accounted for. In Lille and Valenciennes alone there are upwards of fifteen houses speculating largely in corn. Most of these firms have been associated with Dunkirk for a long series of years, and have agents there. Of these houses, three only import their corn by way of Calais; the transport from Calais to Lille being 50c. per ton cheaper than by way of Dunkirk, where there is also a scarcity of barges for water carriage. The transport of corn from Calais to Lille by water varies from 4f. 50c. to 3f. 50c. per ton, and the suppression on the canals of the "Droits de Navigation," in November, 1861, has caused a reduction of nearly 1f. This, joined to the want of warehouse room at the railway terminus at Calais, is the principal reason of corn being forwarded by the canals in preference to the railway. The fact of the distilleries also being mostly situated near the canals is an additional reason for this mode of transit being preferred. The freight to Paris varies from 11fr. to 13fr. per ton. By a special tariff the railway conveyed it at a cheaper rate; but even then the merchants preferred conveyance by water, inasmuch as by this means the additional expense of warehousing is avoided. At times, however, considerable quantities of corn are forwarded by the railroad from Calais to Amiens and its environs to Paris, and even to Etampes and Orleans.

*Exports—Raw Silks.*—The decrease in raw silks was owing to the continued depression of trade among the manufacturers of St. Pierre-lès-Calais.

*Wines.*—Contrary to expectation a decrease has taken place in the export of wines in the past year. This, however, was in a great measure the result of the war in America, a large portion of the Champagne shipped annually from Calais to London being usually destined for the United States.

*Fishery.*—The trade in fishing at this port was much the same as in the previous year; although about 9,000 lbs. weight less were taken than in 1860, the total value was 4,121fr. 20c. more than in that year. The season of 1861 was unfavourable and fish scarce. The mackerel fishery during the months of May and June was fully as unproductive as in former years. The herring fishery which was successful in 1860–61, is considered as almost a total failure in 1861–62. The men of this port do not engage in the cod fishery, as is the case at Dunkirk and Gravelines, but frequent the banks off Ostend where fish is rather more plentiful, and where they are not liable to certain restrictions to which they are exposed on the French coast. They find a ready market at Dunkirk, the fishermen of that port, as stated above, being almost wholly engaged in the cod fishery, Dunkirk having sent this year (1862) to Iceland, 135 vessels, representing a total of 15,117 tons, and manned by 2,159 men.

The total annual value of fish taken by the Calais fisherman may be considered at about 1,250,000fr. (£50,000). Of this nearly five-sixths are sent to Paris and other places on the line of railway. The rest is chiefly consumed in the town.

The Calais fishery is, however, undoubtedly at a standstill. The reason for this, as given by those engaged in the trade, is the small remuneration to be obtained in the Paris market, as well as the distance from that capital; only 62 francs being paid for the carriage of fresh

fish from Dieppe to Paris, whereas from Dunkirk, Calais, and Boulogne, the charge is 92 francs.

*Passenger Traffic.*—In the passenger traffic a slight diminution of 1 per cent. took place during the past year, as compared with the other ports. This diminution (17,175 passengers in 1861, instead of 75,922 in 1860) will, however, in all probability be reversed in the present year, partly, as might be expected, owing to the International Exhibition, and also from the establishment on the 1st of May, 1862, of the new and powerful steamboats of the London, Chatham, and Dover Railway Company.

*Railways.*—The railway between Calais and Boulogne is in course of construction, that is to say, a beginning has been made, but owing to the harvest the works will not be in full operation till next spring; I am however assured that the line will be completed by the end of next year, and that it will be opened by the 1st of January, 1864.

RETURN of Exports from the Port of Calais in the year 1861.

| Names of Articles | To Great Britain | | Total Value | |
|---|---|---|---|---|
| | Quantity | Value | French Money | English Money |
| | | | fr. | £ |
| Raw Silks..... kilogrammes | 1,846 | 75 fr. per kilogr. | 138,450 | 5,538 |
| Wines..... litres | 584,484 | 3 fr. 75 c. per litre | 2,191,815 | 87,672 |
| Brandies..... „ | 47,072 | 3 fr. 75 c. per litre | 176,520 | 7,060 |
| Eggs..... kilogrammes | 396,310 | 65 fr. per 100 kil. | 257,595 | 10,303 |
| Corn..... hectolitres | 921 | 24 fr. 75 c. p. hect. | 22,794 | 911 |
| Flour..... kilogrammes | 6,910 | 49 fr. per 100 kil. | 3,381 | 139 |
| Potatoes..... „ | 3,669 | 65 fr. p. 1,000 kil. | 238 | 9 |
| Total value..... | .. | .. | 2,790,793 | 111,632 |

TABLE showing the Increase and Decrease in the Imports at the Port of Calais, in the year 1861, as compared with the previous year.

| Articles | Value in 1860 | Value in 1861 | Increase in 1860 | Decrease in 1861 |
|---|---|---|---|---|
| | £ | £ | £ | £ |
| Cotton..... | 14,335 | 40,558 | 26,223 | .. |
| Spun Silk..... | 27,201 | 31,017 | 3,816 | .. |
| Cotton Wool..... | 12,492 | 18,629 | 6,137 | .. |
| Wool..... | 497,283 | 655,526 | 158,243 | .. |
| Pig Iron..... | 38,120 | 100,196 | 62,076 | .. |
| Coal..... | 36,910 | 39,101 | 2,191 | .. |
| Flax..... | 18,413 | 52,820 | 34,407 | .. |
| Gold Bullion or Coin.... | 160,206 | 87,244 | .. | 72,962 |
| Silver Bullion or Coin... | 7,295 | 17,072 | 9,777 | .. |
| Timber..... | 48,471 | 80,622 | 32,151 | .. |
| Wood Planks..... | 89,989 | 148,794 | 58,805 | .. |
| Spirits..... | 2,245 | 1,201 | .. | 1,044 |
| Wheat..... | 1,991 | 157,256 | 155,265 | .. |
| Flour..... | .. | 12,943 | 12,943 | .. |
| Total..... | 954,951 | 1,442,979 | 562,034 | 74,006 |

TABLE showing the Increase and Decrease in the Exports from the Port of Calais, in the year 1861, as compared with the previous year.

| Articles | Value in 1860 | Value in 1861 | Increase in 1861 | Decrease in 1860 |
|---|---|---|---|---|
| | £ | £ | £ | £ |
| Raw Silks | 10,647 | 5,538 | .. | 5,109 |
| Wines | 98,630 | 87,672 | .. | 10,958 |
| Brandies | 4,535 | 7,060 | 2,525 | .. |
| Eggs | 12,178 | 10,303 | .. | 1,875 |
| Poultry | No return | No return | .. | .. |
| Corn | 1,244 | 911 | .. | 333 |
| Flour | 8 | 139 | 131 | .. |
| Potatoes | 38 | 9 | .. | 29 |
| Silver Bullion | 3,344 | .. | .. | 3,344 |
| Total | 130,624 | 111,632 | 2,656 | 21,648 |

Calais, September 11, 1862.

## DUNKIRK.

*Report by Mr. Consul Pringle on the Trade of Dunkirk for the year 1862.*

I HAVE to report a diminution in the number and tonnage of British vessels trading to this port during 1862, but as I had occasion to remark in my last Report the peculiar circumstances connected with the failure in the harvest in France in 1861, and the unusual quantity of grain imported to Dunkirk in consequence, during the autumn of that year, chiefly by British vessels, had given a fictitious appearance of development to the trade of this port, which was not likely to last; compared, however, with the returns of 1860, there is an improvement both as regards the number of vessels and the tonnage:—

| | Vessels. | Tons. |
|---|---|---|
| 1860 .. .. .. .. | 649 .. | 97,669 |
| 1861 .. .. .. .. | 1,291 .. | 151,622 |
| 1862 .. .. .. .. | 890 .. | 101,878 |

This advance may be considered a fair criterion of the real progress of trade.

The improvements in the harbour are still progressing, and it is intended, whenever the quays are in a sufficient state of forwardness, to connect the harbour and present terminus of the railway by means of a short line. The Government has authorized the establishment of three floating Lights in the Roads, and a stationary Green Light to signal the eastern side of the port; 520,000 francs are required for these objects, of which a credit for 50,000 francs was opened last June. The existing buoys are to be renewed, and a line of seven new ones established. A singular change has lately taken place in this harbour, a large sandbank near the entrance of the "Chenal" has been completely dispersed by the continual storms and heavy currents which have prevailed this year, thus, if permanent, removing one of the principal difficulties in making the port.

*Trade and Commerce.*—The 890 British vessels that entered during 1862 were employed in bringing the following cargoes, viz., 65 cargoes of coal, 175 of pig iron, 18 of rape seed, 10 of pipe clay, 4 of barytes, 8 of coal tar, 364 general cargo, 18 of barley, 14 of wheat, 16 of pitch, 6 of linseed, 5 of tallow, 9 of slates, 5 of maize, and the remainder of peas, oysters, arsenic, zinc, and flax. Less coal is now imported from England, as a great proportion of what is used in this department is supplied by Bethune. The principal imports have been iron, lead, machinery, tools, coals, colonial produce, oil, seeds, timber, flax, and hemp. Exports, flour, grain, rape seed, oil, and seeds. The following articles have been imported to Gravelines from England: 15,602 cwt. of coals, 6,510 cwt. barytes, 1,000 cwt. iron. A large quantity of eggs, fruit, and vegetables, are annually sent from this small port to London. 18 vessels, altogether 1,606 tons, have been built during the year at Dunkirk, and 9 at Gravelines, tonnage 623.

Having lately received some additional details concerning the trade of 1861, I beg to include them in the present Report:—

MOVEMENT OF MERCHANDIZE, 1861.

| Merchandize for Home Consumption. | | Coasting Trade. | | Exported with a Premium. | Merchandize in Transit. | | Value of Merchandize in Bonded Warehouse. |
|---|---|---|---|---|---|---|---|
| Imported. | Exported. | Inwards. | Outwards. | | Imported. | Exported. | Dec. 31, 1861. |
| Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | £ s. d. |
| 590,420 | 8,384 | 73,621 | 71,261 | 1,032 | 5,183 | 3,272 | 88,331 12 0 |

CUSTOMS REVENUES, 1861.

| Customs Duties. Imports and Exports. | Navigation Dues. | Accessory Duties. | Salt Duties. | Total Amount of Duties levied. |
|---|---|---|---|---|
| £ | £ | £ | £ | £ |
| 206,109 | 849 | 413 | 30,378 | 248,762 |

The total weight of merchandize transported from one French port to another, whether on this coast or that of the Mediterranean, during 1861, amounted to 2,404,709 tons French weight, of which Dunkirk contributed 79,873 tons French, so that this port has now taken rank as the sixth instead of the seventh in the Empire.

| | £ |
|---|---|
| Taxes levied on the rivers and canals of the arrondissement .. | 2,048 |
| Revenue derived from the different octrois of the arrondissement .. | 14,643 |

NATIVE SUGAR, 1862.

| | |
|---|---|
| Quantity manufactured in the arrondissement .. | 742 tons |
| Delivered for direct consumption .. .. .. | 215 ,, |
| Put in bonded warehouses .. .. .. | 281 ,, |
| Delivered for exportation .. .. .. | 53 ,, |

*Agriculture.*—The harvest of 1862, although not very abundant in quantity, may be classed as a good average crop, in fact, the average yield having been from 78 to 80 kilogrammes per hectolitre, while that of a bad harvest is reckoned as low as 72 and even 70 kilogrammes; there was no deficiency to be complained of. The highest return after threshing is to be found in the Department of the "Seine," and that of the "Nord" ranks next to it. In the former the returns for 1862 were 25 hectolitres per hectare, and in the latter 22 hectolitres. In some of the departments it was as low as 2 hectolitres 25 litres per hectare, but the average returns are from 13 to 18 hectolitres. Much attention is being paid to the breed of cattle in this district, and prizes are awarded by the Agricultural Societies of Dunkirk and Bourbourg for the animals exhibited at their shows. These Societies recommend the cultivation of different sorts of grasses, and other plants likely to diminish the expence of feeding, and consequently lower the price of meat. They receive a certain sum annually from Government in aid of their funds. The following list, which I beg to submit, will show the number and prices of animals sold in the market of Bourbourg, from which Dunkirk is mainly supplied:—

CATTLE SOLD, 1862.

| | £ s. d. |
|---|---|
| 905 horses, at the average rate per head .. .. | 14 0 0 |
| 530 young colts .. .. .. .. | 14 10 0 |

| | £ | s. | d. |
|---|---|---|---|
| 399 asses .. .. .. .. .. | 4 | 16 | 0 |
| 12 prime oxen, at the rate of, each .. .. | 21 | 8 | 0 |
| 773 cows for the butcher, fattened, average .. | 17 | 7 | 6 |
| 2 fattened calves .. .. .. .. | 3 | 15 | 2 |
| 30 sheep, average .. .. .. .. | 1 | 17 | 6 |
| 4 pigs, fattened .. .. .. .. | 6 | 4 | 2 |
| 683 cows in calf, average price .. .. .. | 15 | 0 | 0 |
| 1,225 oxen, average .. .. .. .. | 12 | 4 | 2 |
| 260 young calves, average .. .. .. | 0 | 14 | 6 |
| 1,653 pigs for feeding, average .. .. .. | 3 | 0 | 0 |
| 3,589 young ditto .. .. .. .. | 0 | 15 | 3 |

A good deal of flax is grown in this district, and in the immediate neighbourhood of the town much ground is in cultivation for vegetables, and let very high; the produce, although abundant, is not of the best quality, carrots, cauliflowers, and cabbage being of large size, but coarse and rank; this peculiarity is owing to the nature and quantity of manure employed. A considerable quantity of these are sent to England, and potatoes, but they are of inferior quality also. Considerable loss must occur at every harvest, owing to the scarcity of hands to reap the corn; high winds are very prevalent, the ear ripens rapidly under a hot sun, the corn is shaken, and much loss must ensue during the slow progress of cutting.

*Railways.*—The railway between Furnes and this town has not yet been commenced, but it is to be hoped that this desirable undertaking will not be much longer delayed. A gentleman belonging to Dunkirk received the "concession" a year ago. Much of the interior traffic is at present carried on by means of the various canals in the district; the traffic on the railway to Paris is gradually increasing, the receipts for passengers having advanced during the last five years from 7,784*l.* to 9,198*l.*, and those for the transit of merchandize from 59,106*l.* to 111,896*l.*

A "Mont de Piété" has been lately established in this town, and during the last year a "Crèche" (or asylum for young children whose mothers are employed in work away from their homes), has also been opened, and will prove of great importance to the health and preservation of the children of the poor, who often suffered from the effects of early neglect during their whole lives. Dunkirk possesses many other useful and charitable institutions, particularly the "Societies of Secours Mutuels," of which there are now five in this town.

Dunkirk, May 30, 1863.

## HAVRE.

*Report of Mr. Consul Featherstonhaugh on the Trade of Havre for the year* 1862.

*Shipping and Navigation.*—During the past year, 1862, 1,026 British vessels with cargo, including the passenger steamers belonging to the ports of London and Southampton, 212 in number, arrived in the port of Havre, of which 400 were laden with coals. This was a falling off of 277 vessels from the 1,303 that arrived in 1861.

This diminution is to be attributed to the uncertainty into which the civil war prevailing in the United States of America has thrown commercial undertakings. The large American steamers that used periodically to visit this port, having been taken up by the American Government for belligerent purposes, no longer come to Havre, and their wonted demand for English coal has ceased. The numerous cotton manufactories within the jurisdiction of this Consulate being to a great extent thrown out of work, the importation of coals into the ports of Rouen, Dieppe, and Caen, have much diminished. During the year 1861, 642 British vessels arrived in the port of Rouen, 773 in the port of Dieppe, 386 in the port of Caen, and 77 in the port of Honfleur. During the year 1862, only 551 arrived in Rouen, 705 in Dieppe, 354 in Caen, whilst, owing to the opening of the new railway to Honfleur, the number of British vessels was increased to 165, partially making up the diminution of 191 vessels in the ports of Rouen, Dieppe, and Caen. The falling off in the arrival of foreign shipping has also been conspicuous, the number in 1861 being 6,860, against 6,283 in 1862. The absence of the flag of the United States has greatly contributed to account for this diminution. In 1861, the port was visited by 411 vessels belonging to the United States, in 1862, the number was only 71.

*Trade and Commerce.*—Havre being the great French sea-port in the Channel, from whence the direct and indirect trade to foreign countries is carried on, owing its prosperity in a great degree to its commercial intercourse with the United States of America, where, before the civil war, the valuable American exports of cotton, sugar, rice, tobacco, and other products, were constantly received, and exporting in return the costly silks and other manufactures of Lyons, the ribands and fire-arms of St. Etienne, with the ornaments, the jewellery, the watches, and expensive dresses from Paris, could not fail to be seriously affected by the unaccustomed suspension of so much profitable commercial intercourse. The large number of labourers, who with their families depended entirely upon the wages they received for their indispensable labour to effect the shipment and transhipment of so great an amount of merchandise, have been gradually thrown out of employment: a great number of merchants have dismissed their assistants, and closed their counting-houses, until the return of encouraging times, many of them having entirely directed their attention to speculating on the price of cotton, which is subject to vary, according to the last news from the United States. The shopkeepers, also, are great sufferers by this state of things, their retail business affording them little remuneration to meet their rent and expences. The erection of the costly and handsome edifices, that would so much have embellished the new part of the town, is in a great measure suspended, to the great privation of the lower classes of labourers. The demands for charity are incessant, and would be intolerable but for the wise conduct of the government of the city that employs great number of labourers in improving the entrance into the port, and in forwarding other public works.

The beneficial influence of the late commercial treaty with France has not hitherto been much felt at Havre, where the taste for French manufactures, has a strong hold. Many British articles destined for Paris come to Havre to be forwarded. The class here and in the neighbourhood that requires luxuries, provide themselves from Paris or London, where there is a greater choice. In the general report of the navigation and commercial operations of this port, which I transmitted on the 17th March, 1862, I inserted some observations under the head of "Trade and Commerce," as to the way in which certain articles of British manufacture would probably, in the course of time, become of great demand in France. As I remain of the same opinion, and deem it superfluous to repeat them here, I beg to refer to them.

*Agriculture.*— I beg also to refer to the observations made under this head, in my last general report.

*Population and Industries.*—No material variation has occurred under this head from the observations made in my last general report.

From what I observe, if the civil struggle in the United States could be brought to a close this year, a very extraordinary active expansion would take place in commercial enterprises of every description.'

Havre, February 27, 1863.

## LOIRE-INFÉRIEURE AND LA VENDÉE.

*General Report by Mr. Consul Barrow on the Trade of the Consular District of La Loire-Inférieure and La Vendée, comprising Le Croisic, Pouliguen, Saint-Nazaire, Meaus, Paimbœuf, Nantes, Bourgneuf, Noirmontier, L'Aguillon, Moriq, Saint-Giles-sur-Vie, Les Sables-d'Olonne, and Luçon.*

*Le Croisic* is a tidal port, where, at spring tides, vessels drawing from 12½ to 13½ feet of water can enter. During the neap tides vessels drawing more than 8½ to 9 feet cannot go out; the harbour is well sheltered, and at low water vessels ground upon sand or gravel. Formerly many British vessels came to this port, in ballast, to take away cargoes of salt, which was employed in England for salting pilchards; but of late years the price of salt having risen, a very small quantity has been exported, and consequently very few British ships have visited this port, though, about two years since, several British vessels came to load potatoes. During the present year there have been only two, one of which brought a cargo of codfish-spawn, and left in ballast, the other arrived in ballast and took away a cargo of potatoes. The vessels which frequent Le Croisic are generally of small tonnage, from 50 to 150 tons at the most. The only merchandise which they take away consist of the above-named articles, namely salt, which is collected in large quantities in salt-pans, and potatoes, which grow luxuriantly in the neighbourhood.

There exists but one lighthouse near Le Croisic, called the tower of light (phare du tour) and which is a revolving light.

The following Table shows that salt and potatoes were exported in considerable quantities during the past year:—

Imports at Le Croisic.

| Nation | Ships | Merchandise | Value |
|---|---|---|---|
| English and Norwegian | 3 | 127 tons Codfish | £5,800 |
| Norwegian | 1 | 9,645 feet Timber | £100 |
| French | 7 | 496 tons Coal | £500 |

Exports from Le Croisic.

| Nation | Ships | Merchandise | Value |
|---|---|---|---|
| French | 9 | 28,000 bushels Potatoes | £3,400 |
| Norwegian | 10 | 2,300 bushels Salt | £664 |

The inhabitants are principally occupied in marine pursuits, a portion of them cultivate the marsh land, others purchase salt, and carry it into the interior for sale, together with sardines, in the season.

*Le Pouliguen* is a small port five miles distant from Le Croisic. The population are principally mariners; beyond this there are three small fishing villages, named Turballe, L'Erat, and Periac, where the inhabitants are solely engaged in the fishery; at Mesquer in the Bay the collection of salt is the principal occupation of the natives.

There have been no public works at any of these places beyond what was requisite for keeping the ports in repair. There are no canals in this neighbourhood, nor any railroads, the Orleans railroad ceasing at St. Nazaire on the eastern bank of the Loire. A stone bridge exists at Le Croisic which opens in the centre to enable vessels to pass. There is a telegraph station used exclusively for Government

purposes. Opposite to Poliguen, about seven miles at sea, is a tower called the "Tour de la Banche," built of masonry, serving to mark the rocks on the bank, which are very dangerous; at present there is a lighthouse in the course of construction, to caution mariners against the rocks during the night. Three vessels were constructed during the last year at Le Croisic,—a small brig of 59 tons, a schooner of 61 tons, and a lugger of 60 tons.

The foregoing Table will show approximatively the amount of commerce during the year 1862.

*Saint-Nazaire.*—Since the immense works which have been completed, and others now in progress, this port at the mouth of the Loire, appears likely to become of very great commercial importance. The port and the entrance thereto possess undeniably immense capabilities, and at the present time prove injurious to the port of Nantes, as all vessels of large tonnage unload at St. Nazaire and forward their cargoes to Nantes by railroad or by lighters: and many steamers, which formerly left from Nantes for their destinations, now proceed from St. Nazaire.

The basin is capable of containing about two hundred vessels of six hundred tons, the average depth of water being about twenty-two feet; the larger vessels generally enter at high water; but as there are locks and flood-gates, small vessels can enter almost at any time, and vessels of a medium size about two hours before, and two hours after high water. The number of British vessels entering this port fluctuates from year to year, at times they have averaged twelve per month. In the year 1862 they average only six, although it is probable that the number will increase since sugar can be imported by vessels of any nation on paying certain differences of dues and Customs' duties. The merchandise generally imported consists of coal, sugar from the Antilles, and English colonies, guano from Peru, and wheat during the last year only. These vessels generally leave the port in ballast. A very large establishment has been formed by Messrs. Scott and Russell, of Greenock, for the construction of five transatlantic steamers, and a huge building has been constructed for the accomodation of ten or twelve hundred workmen who are daily arriving, or are expected to arrive, for the works; many pieces of machinery of the newest invention have been introduced, three large iron steamers are already in progress, and are to be completed within fifteen months.

St. Nazaire is not considered healthy, low fevers being prevalent, and the difficulty of finding good water is seriously felt. Two vessels only have arrived at this port from abroad during the year 1862, one from Bahia, and the other from Havannah, with cargoes of sugar destined for refiners of Nantes, the other vessels have, most of them, brought coal with the exception of a few steamers laden with machinery for the establishment of Messrs. Scott and Russell; three Dutch steamers have arrived during the year laden with cheese, tobacco, and tin, and after discharging their cargoes have proceeded to Bordeaux; every year there are similar arrivals, about the commencement of Lent. One Dutch vessel arrived last year from Havannah with about six hundred tons of sugar, for Nantes two Russian vessels arrived from Havannah with about twelve hundre tons of sugar, twenty-two Swedish and Norwegian vessels have brought cargoes of timber (fir and oak) in beams and planks, the value of these cargoes together may be estimated at about 1,800*l.*; two of these vessels came from Canada, and they all left the port in ballast, four Prussian brigs arrived during the year with fir timber, in value about 5,000*l.*

Business has not been so active during the past year as it was the year before.

The ship-building yards of Messrs. Scott and Russell of Greenock, mentioned above, excite great attention; the five iron steamers for the transatlantic line, in the course of construction, will be the largest steamers known, and the building yard will serve as a model both as regards the implements and machinery for construction, and the depth of water for launching vessels. An engineer of the marine department from the Arsenal of Lorient is stationed at St. Nazaire to superintend the works. There was no shipbuilding at St. Nazaire before these ships were commenced. At Means, a small port two miles from St. Nazaire, six brigs have been constructed averaging about 150 tons each, and one three masted vessel of 400 tons.

Since the line of steamers has been set on foot from St. Nazaire to Mexico, touching at Fort de France, Santiago Cuba, and Vera Cruz, the government has been much occupied in improving the entrance of the Loire. There is already one fixed light at St. Nazaire, one revolving light at the "Tour du Commerce." One fixed light at L'Aiguillon, and another at the "Point de L'Eve." A lighthouse is projected for the "Villy Martin," and when completed with the one already mentioned on the "Tour de la Bauche. The entrance of the Loire, which is very wide, will be one of the easiest and safest in France. There is a good light at "Belle Isle," which is always made by vessels bound into the Loire, the land on that island being sufficiently elevated to be seen at a great distance. The anchorage off the island is excellent, and the depth of water considerable. Line-of-battle ships may anchor in perfect safety. The above information respecting the lights may be relied on as exact, being gathered from good authorities.

St. Nazaire being, as it were, the avant-port of the Nantes, the cargoes of sugar coming from the island of La Reunion are sent up in lighters, and by railway to Nantes to be refined, and then re-exported.

A certain number of mules are exported from this place for the island of La Reunion and Guadeloupe, also flour and articles of machinery from Paris for Lake Union. But the whole of this export movement is directed by merchants at Nantes.

About 150 large vessels, 500 tons on average, enter St. Nazaire year by year, belonging to Nantes, and the vessels take away about 2,000 mules every year. The value of merchandise imported may be estimated at about 50,000,000*l.* of francs or 2,000,000*l.*, and that of merchandize exported about 12,000,000 francs, or 280,000*l.*

The soil about St. Nazaire is good, but the peasants are idle, and do not turn it to good account, as industrious English or Belgian farmers would do. The harvest is reported to have been moderately good. The population of St. Nazaire is about 6,500 souls, that of Means 1,200, and Douges 1,500. The peasantry about 9,500, making a total of 18,700 in St. Nazaire and its immediate neighbourhood.

The general employment of the inhabitants may be divided into two distinct branches, agriculture and seafaring. A new basin has been ordered by the Government, but it is not progressing for want of funds, although the preparatory measures of expropriation have been taken.

The roads about St. Nazaire are good, there are no canals. A large telegraph station exists at St. Nazaire, and a cable joins the mainland at Auray from Belle Isle, whence it communicates by Lorient with Nantes.

There is a railroad from St. Nazaire to Paris, to Redan, and Lorient, and by Rennes to Paris, opening communication from

St. Nazaire four times a-day with Nantes. Mail steamers leave this port for Martinique and Mexico once a-month; there is also a regular line of steamers from hence for Lisbon, Gibraltar, and Malaga three times per month.

*Paimbœuf*, on the opposite side of the Loire, about twenty-three miles from Nantes, was formerly the deep-water harbour, where vessels of 200 tons and upwards used to unload, but of late years it has ceased to be frequented by large vessels, partly owing to the construction of a more convenient port at St. Nazaire, and partly in consequence of the accumulation of sand at Paimbœuf.

*Nantes.*—In proportion as the mercantile marine of St. Nazaire has of late years increased, the shipping of Nantes has considerably diminished. Vessels of large tonnage choosing rather to remain at St. Nazaire and discharge their cargoes, to be sent in lighters or railway wagons to Nantes, to the delay and risk of navigating the Loire. But the whole commerce thus brought to St. Nazaire has its destination at Nantes, where many wealthy merchants reside, and to whom, during the last year, 2,780 vessels of all nations were consigned with cargoes, and by whom 2,262 vessels were sent to sea, as will be seen by the annexed Table:—

Entered with Cargo.

| French | | | Foreign | | |
|---|---|---|---|---|---|
| Vessels | Tons | Crews | Vessels | Tons | Crews |
| 2,655 | 165,620 | 13,906 | 125 | 20,317 | 1,012 |

Entered in Ballast.

| French | | | Foreign | | |
|---|---|---|---|---|---|
| Vessels | Tons | Crews | Vessels | Tons | Crews |
| .. | .. | .. | 1 | 158 | 12 |

Cleared with Cargo.

| French | | | Foreign | | |
|---|---|---|---|---|---|
| Vessels | Tons | Crews | Vessels | Tons | Crews |
| 2,185 | 128,904 | 21,084 | 77 | 9,208 | 534 |

Cleared in Ballast.

| French | | | Foreign | | |
|---|---|---|---|---|---|
| Vessels | Tons | Crews | Vessels | Tons | Crews |
| 864 | 57,523 | 4,430 | 48 | 10,580 | 443 |

With the exception of damming and dredging the Loire few improvements have taken place in this part of late years. Ship-building continues to occupy the attention of the Nantes merchants; there are twelve ship-building yards, and during the present year twenty-three vessels have been constructed, in addition to three iron floating batteries of ten guns each, for the French government, and a large iron frigate, for the Italian government, of 3,000 tons.

On the banks of the Loire opposite to the town there are numerous

building yards, in which are inscribed the names of all the ships by them constructed.

The exports consist principally of grain, flour, wine, and sugar. The imports of coal, iron, timber, coffee, sugar, iron-ore, salt, wine, sulphur, pepper, &c.

The domestic trade is divided into many branches, among which are ship-building, sugar-refining, wine-pressing, iron smelting, and machinery, which is made at a very large Government establishment at Indret, near Nantes.

The market prices of goods are high. The operation of the tariff has been favourable to British commerce. The operations of trade, laws, banks, and rates of exchange are the same throughout France. The rates of exchange have varied from 25 francs $17\frac{1}{2}$ centimes to 25 francs $22\frac{1}{2}$ centimes, and have averaged 25 francs 20 centimes during the late year.

The nature of crops has varied, consisting principally of barley, wheat, oats, buckwheat, beans, potatoes, grapes, and clover seed, &c. The yield has been satisfactory.

The principal mines in this district are in the neighbourhood of Luçon. There are a few mines of coal dust at Nort, about twenty miles up the Erdre.

There are fifteen cotton spinning factories at Nantes, three wool-spinning, and three hemp-spinning factories, thirteen copper foundries, seventeen iron, and eight cast-iron foundries, one large palm oil soap manufactory, and two steam saw-mills, from thirty to forty curriers and tanners, six sugar refineries, gas and waterworks, and numerous other commercial establishments. There is a large factory for manufacturing tobacco, belonging to the French government, employing from two to three hundred persons, under the superintendence of a director, engineer, and comptroller.

The railway to L'Orient has been opened during the year 1862, and three bridges have been built over the Loire. The supply of water at Nantes is abundant, but requires filtering. In most of the modern buildings the water is introduced in each storey, even to the top of the houses.

*Bourgneuf* is a small unimportant port, dry at low water, and gradually filling with sand.

*Noirmoutier*, situated in the Bay of Bourgneuf, is the principal fishing port in the Vendée, on the eastern side of the island of Noirmoutier The tide rises twelve feet, and vessels of 200 tons can enter. Salt is the chief object of export. The imports principally consist of wines, wool, building-materials, and colonial produce. Large vessels cannot complete their cargoes in the port, but lay out in the roads; grain, beans, salt, and soda are the principal produce of Noirmoutier, upwards of a thousand vessels enter yearly, and the nations of Prussia, Belgium, Holland, Sweden, and Norway are represented by Vice-consuls. There is also an oyster fishery at this port.

*L'Aiguillon* and *Moriq* are small ports on the River Lay; the former is rarely visited by British vessels; the latter receives a few yearly; it has a lighthouse on the north side. The French Government has offered a large tract of ground, near the dam, to any person who will undertake to inclose it and stock it with oysters, but nobody has accepted the offer, although the celebrated pisciculi, Mr. Cailland, assures to enterprisers certain success, which has been fully realized at Sables d'Olonne.

*St. Giles sur Vie* is a small port, where British vessels occasionally call. A dam is being constructed at L'Aiguillon, to prevent the inroad of the sea. Two or three jetties are also about to be made, and a

bridge over the Lay, to facilitate communication between Moricq and L'Aiguillon and Luçon, which at present is very difficult.

*Les Sables d'Olonne* is a port of some importance in the Vendee, and is occasionally visited by British vessels. In a few years communication by railroad between this port and Angers, by Napoleon Vendée, from whence it is in contemplation to prolong the railroad to Tours. This port has been improved of late years, by forming sluice gates to deepen the basin. This is the only port in the Vendée where shipbuilding is carried on to a large extent; vessels have been constructed of three to four hundred tons at Les Sables d'Olonne, and purchased by merchants of Nantes and Bordeaux, and at present a vessel of eight hundred tons is on the stocks.

Les Sables is a great fishing port, and contains a population of 6,000 inhabitants, who are principally occupied in fishing, and salting sardines. Vessels frequenting this port average from 150 to 200 tons.

The principal articles of import are—timber, for shipbuilding, coal, and wine. The exports consist chiefly of grain, dry vegetables, and sea salt. Vessels sometimes fit out for the cod fisheries, on the Banks of Newfoundland, from this port. There are two lighthouses, one of which is called the Port Light, the other the Light of Bargés.

*Luçon.*—This port is reached by a canal, and is important in a commercial point of view. This importance will probably increase when the projected railroads are completed; one of which will traverse the Vendée vertically from Nantes to Contras, by Napoleon and Luçon, the other horizontally from Sables d'Olonne to the Anger's line, and to Niort by Napoleon, Chantonnay, and eventually to Tours.

Although habitually a quantity of grain is sent from this port, the reverse was the case during the past year, and grain was imported from England in British vessels. The importation of coal is rapidly increasing, especially the Welsh coal. Ship building at Luçon is very limited.

The imports consist principally of phosphate of bones, of which about 5,000 tons were imported last year, hewn stone, and timber.

The exports consist of grain, dry vegetables, linseed cake, colza, and oak timber for the imperial navy.

Two manufactories have been established at Luçon, one for animal manure, and the other for crushing wheat and oil-producing seeds. It is proposed to erect two or three beet-root distilleries.

The crops were good during the last season. The whole country about Luçon, as well as all the department of La Vendée, is rich and productive, and the completion of the railway will give great animation to the commerce of this department.

The iron mines of Turneliere would probably then be worked; and the coal mines near Sables would prove of great utility for heating the furnaces. There are also in the neighbourhood of Luçon other mines, namely, silver ore, antimony, and several slate quarries.

Luçon has, on the whole, great capabilities; and it will not be hazarding a rash conjecture were this report to conclude with a conviction, that at no distant period the ports of Sables d'Olonne and Luçon will become of great importance for the department of the Vendée, and export many valuable cargoes to Great Britain.

Nantes, January 22, 1863.

## LOIRE-INFÉRIEURE AND LA VENDÉE.

*Report by Mr. Consul Barrow on the Trade of the Loire-Inférieure and La Vendée for the year* 1862.

The British shipping for the year 1862 shows a slight increase over the preceding year, while the Foreign and coasting navigation remain about the same.

Improvements are progressing at the various ports and harbours, especially at St. Nazaire, Luçon, and les Sables d'Olonne:—Lighthouses have been and are now in the course of construction, and ship-building has been active at Saint Nazaire and at Sables d'Olonne, which latter may be considered the principal if not the sole port of construction in the Vendee. Whilst Nantes has also produced many of large tonnage. The trade and commerce of this district have been sluggish this year, owing to a variety of causes, and the general movement has shown less activity than in preceding years. The factories in this part have greatly diminished the quantity of their productions, owing probably, in part to the wars in America and Mexico, and in part also to the approaching elections.

The exports from this district consists principally of grain and dry vegetables, such as beans, potatoes, &c.

The imports consist of various articles, amongst the principal of which may be named, coal, sugar, timber, guano, coffee, cocoa, and cocoa nuts, hides, tanned leather, pepper rice, spirits, vanille, log-wood, &c.

The domestic trade is principally confined to iron and lead foundries, wine pressing, agriculture, salting and preserving provisions for sea. There are also manufactures of linen and canvas, at some of which several British operatives are engaged.

The market prices of goods of all kinds have greatly increased by the railway communication between Nantes and Paris; this increase and occasional scarcity have rendered living extremely dear, whilst house rent has risen to a price almost equal to Paris.

Owing to the unsettled state of the country the effects of the new tariff are scarcely perceptible. Nor can I learn from any part of my district that the advantages derived have equalled expectation.

There are six respectable banks at Nantes, besides the Bank of France, and the Commercial Bank of Discount.

The monthly rates of exchange have averaged about 25 francs 20 centimes to the pound sterling.

The nature of crops has been wheat, barley, buckwheat, rye, oats, beans, and harricot beans, potatoes, &c. The yield of the crops has been, on the whole, very ordinary, as there was but comparatively little sun during the summer months, whilst the soil, naturally cold from habitual damp and wet winters, requires a considerable degree of heat to enable the crops to arrive at perfection.

Some iron mines exist at Tournellier, within two miles of Napoleon, the chief town in the Vendee. Sufficient importance has not been given to these mines, nor are they allowed to be worked, owing to an unfavourable decision of the Council of Mines, at Paris, when applied to by a company for permission to work them.

As leave has been granted for two lines of railroad, the one cutting the Vendee vertically, as from Nantes to Contras, by Napoleon and Luçon, the other, horizontally, passing from Sables d'Olonne to the

Angers and Niort line, by Napoleon, it is most important that the company who undertake these lines, and who it is currently reported are Englishmen, should have their attention drawn to the existence of these mines, more especially as there is an inferior sort of coal found, and worked, at no great distance.

The only canal completed is from Nantes to Brest.

Three new bridges have been constructed lately over the Loire, one of which, in iron, is now open for traffic.

A bridge will be shortly constructed over the Lay, at a short distance above Port Morich.

At Poliguen a turning bridge, with supports in masonry, has been completed to enable vessels to go higher up for shelter from the bay.

In addition to the telegraph office at the Prefecture, and the commercial telegraph opposite the Exchange, at Nantes; there is an office at Croisic. At Saint Nazaire is another on a larger scale, which renders practicable communication with all parts of Europe. A submarine wire passes from Belle Isle sur Mer to Auray, on the coast, which transmits despatches by Lorient to Nantes, thus enabling the arrival and departure of vessels to be communicated to Nantes, as well as any accident which may occur. Napoleon, Sable, Fontenay, and Lugon have likewise telegraph offices.

Nantes, December 31, 1862.

## MARSEILLES.

*Report by Mr. Consul Mark on the Trade of Marseilles for the year* 1861.

Marseilles, during 1861, was the scene of much animation, particularly during the last six months of the year, and a few figures will show the rapid development of its trade within the last few years. For this purpose, the following periods may be selected as fair specimens of the commercial progress of this port. The number of vessels which entered this port, and their tonnage, amounted, in—

| | | | | |
|---|---|---|---|---|
| 1847 | to | 2,788 | ships and | 394,203 tons |
| 1854 | „ | 5,553 | „ | 1,026,394 „ |
| 1855 | „ | 6,157 | „ | 1,179,670 „ |
| 1861 | „ | 9,759 | „ | 1,795,699 „ |

Of these 9,759 vessels which entered the port in 1861, the following Table will show the proportion of foreign vessels, and their respective flags:—

| ARRIVALS. | | | DEPARTURES. | | |
|---|---|---|---|---|---|
| | Tons | Ships | | Tons | Ships |
| Spain | 67,106 | 400 | Spain | 74,724 | 405 |
| Italy | 233,139 | 1,268 | Italy | 186,532 | 1,123 |
| Austria | 104,781 | 327 | Austria | 81,206 | 288 |
| Greece | 112,830 | 497 | Greece | 95,380 | 498 |
| England | 83,359 | 253 | England | 78,884 | 258 |
| America | 39,115 | 109 | America | 16,441 | 101 |
| Russia | 43,122 | 118 | Russia | 37,147 | 98 |
| Norway | 12,770 | 46 | Norway | 14,981 | 49 |
| Sweden | 8,345 | 39 | Sweden | 9,392 | 40 |
| Ionian Isles | 7,973 | 32 | Ionian Isles | 7,273 | 32 |
| Turkey | 5,399 | 27 | Turkey | 3,706 | 20 |
| Holland | 8,503 | 25 | Holland | 7,364 | 23 |
| Prussia | 2,948 | 12 | Prussia | 3,876 | 16 |
| Mecklenburg | 3,229 | 12 | Mecklenburg | 4,394 | 14 |
| Wallachia | 2,941 | 13 | Wallachia | 2,215 | 9 |
| Denmark | 769 | 7 | Denmark | 1,017 | 9 |
| Portugal | 1,441 | 9 | Portugal | 1,885 | 12 |
| Jerusalem | 1,237 | 5 | Jerusalem | 940 | 4 |
| Samos | 2,000 | 9 | Samos | 2,472 | 9 |
| Servia | 326 | 2 | Servia | 181 | 1 |
| Hamburg | 156 | 1 | Hamburg | 102 | 1 |
| Hanover | 105 | 1 | Hanover | 116 | 1 |
| Moldavia | 520 | 3 | Moldavia | 481 | 3 |
| Belgium | 350 | 1 | Belgium | 280 | 1 |
| Rome | 59 | 1 | Rome | 721 | 3 |
| Argentine Republic | 150 | 1 | Lubeck | 320 | 1 |
| Chili | 178 | 1 | Oriental Republic | 489 | 2 |
| Brazil | 1,777 | 5 | Brazil | 812 | 4 |
| Oriental Republic | 470 | 2 | | | |

In addition to the foregoing, 176 French vessels, collectively, of 10,187 tons, and 119 foreign ships of 15,569 tons, have either called off the port or sought shelter therein from the weather.

318 vessels, collectively, of 1,406 tons, are employed in the fishing trade of the port.

105 steam-ships belonging to the port have made 1,835 trips in the course of the year; and 67 foreign steam-ships have performed 378 voyages; thus presenting together an average of six steamers per diem, entering the port under divers flags.

The amount of shipping last year was very large indeed, owing to the

vast importations of wheat which occurred at this port, as will be seen by the statistics of the grain trade, which will be included in this report.

286 British ships, of 92,459 tons, entered the harbour during the year. The cargoes imported by these vessels consisted chiefly of wheat from the Black Sea and the Sea of Azof, coals, pig iron, and machinery, oil and oil seeds, pitch, sugar, staves, sulphur, china clay, and cotton. The exports from Marseilles by these British vessels were composed mostly of wheat, flour, barley, Indian corn, wine, oil, oil cake, copper ore, madder, and mixed general cargoes.

It will be seen by the foregoing, that so large an amount of shipping must necessarily require increased accommodation. The rapid increase in the trade at Marseilles led, a few years back, to the construction of a large new port, called "La Joliette," and a third basin, to be called "Basin Napoleon," is now rapidly approaching completion. These two new ports are enclosed within an immense breakwater, 2,200 mètres in length. The old natural harbour is now exclusively reserved for sailing vessels, the Joliette being assigned to steam vessels. The old harbour and La Joliette together have only 4,835 mètres of quays, an amount so terribly cut that no ships can be laid alongside the quays, but have either to be moored on to discharge their cargoes, or have to avail themselves of lighters. As soon as the "Basin Napoleon" is completed, there will be altogether 9,055 mètres of quays. It is estimated, however, that considering the quay room at the ports of Havre and Liverpool, for the tonnage visiting those places respectively, Marseilles ought to have at least 14,000 mètres of quays to meet the actual and prospective requirements of its trade. In fact, the trade of the port during 1861 sufficiently demonstrated the necessity for more space, the difficulties that were then encountered in loading and discharging vessels having caused great loss of time and most vexatious interruptions to the trade. The new "Basin Napoleon" is being provided with every requirement of a great port, in the way of extensive warehouses, hydraulic cranes, tramways along the quays, and a branch of the railway comes down to the water's edge. Arrangements are to be made for ample graving docks. There were as many as 1,700 sailing and steam-ships seen at one moment in these several ports during the latter part of 1861, when the grain importation was at its highest pressure.

The Chamber of Commerce has recently held a sitting, in which a project for a still further extension of the port was entertained; but as many of the calculations brought forward on the occasion were based upon the realization of the Isthmus of Suez Canal scheme, and an assumed inability of all other ports in the Mediterranean to compete with Marseilles, time alone will demonstrate the absolute necessity for such expensive works as were discussed.

There was very little doing in the way of shipbuilding at Marseilles during the year 1861. Several fine steamships, however, were built for the steam companies here at the neighbouring shipyards at Toulon and La Ciotat, the engines for these vessels having been made at Marseilles and La Ciotat. Numerous purchases of small steam-ships have also been effected in England by the Marseilles steamboat companies. The merchant service is kept up by occasional purchases of English or American built sailing ships. Ten French companies in this port alone possess 112 steam-ships, and the boats belonging to twelve foreign companies number 50 steam-ships, which run regularly from and to this port, by which means one-fifth of the entire trade of the port is carried on, as well as a vast passenger traffic, amounting to nearly 200,000 souls.

I subjoin a list of the steamships belonging to the Messageries Impériales, performing the service between Marseilles and the ports in the Mediterranean and Black Sea :—

| | Horse Power. | | Horse Power. |
|---|---|---|---|
| Euphrate | 350 | Clyde | 200 |
| Gange | 300 | Mitidja | 200 |
| Indus | 300 | Pausilippe | 320 |
| Thabor | 370 | Quirinal | 320 |
| Sinai | 370 | Annis | 250 |
| Carmel | 370 | Lougsor | 220 |
| Danube | 370 | Caire | 220 |
| Cydnus | 370 | Osiris | 220 |
| Phase | 370 | Capitole | 200 |
| Neva | 370 | Vatican | 200 |
| Amerique | 450 | Bosphore | 180 |
| Simois | 250 | Oronte | 180 |
| Jourdain | 250 | Mérovée | 180 |
| Meandre | 250 | Balkan | 160 |
| Borysthine | 250 | Taurus | 160 |
| Hermus | 250 | Pericles | 120 |
| Céphise | 250 | Trabyle | 280 |
| Mersey | 250 | Oasis | 280 |
| Tamise | 200 | Marabout | 280 |
| Chéliff | 200 | | |

In addition to the vessels named in the preceding list, the Messageries Impériales last year started the following vessels from this port, which have been running successfully between Bordeaux, Brazil, and La Plata, as well as to Senegal. These steamers are under contract to run alternate voyages to Marseilles and Bordeaux, but they have not yet commenced the service from this port. They are splendid ships, and were built at La Seyne and La Ciotat, in this neighbourhood :—

| | Horse Power. | | Horse Power. |
|---|---|---|---|
| Guienne | 500 | Bearn | 500 |
| Navarre | 500 | Saintonge | 250 |
| Estramadure | 500 | Télémaque | 160 |

The following magnificent vessels were being prepared at La Seyne and La Ciotat, in 1861, for the Indo-China service, which was to be established at Marseilles :—

| | Horse Power. | | Horse Power. |
|---|---|---|---|
| Imperatrice | 500 | Alphée | 400 |
| Donna | 500 | Erymanthe | 400 |
| Cambodge | 500 | Hydaspbe* | 250 |

A few tables will show the imports and exports at Marseilles of the principal commodities composing its trade.

A very large importation of wheat and grain was effected at this port during 1861. In the last six months of the year, 4½ millions of hectolitres (1,547,640 quarters) arrived here from the Black Sea and Sea of Azof. The short crop of 1861, and the abolition of the sliding scale in France, conduced to this large importation of wheat, which, under the circumstances, it was expected would have been much larger. But, about the month of November, the Marseilles merchants found, much to their surprise, that very large quantities of wheat were being poured into France by the eastern frontier, the continental railways having offered great facilities for the conveyance of grain; prices fell, therefore, to such an extent that the Marseilles speculators in grain lost very considerable

* This service commenced in October, 1862. The Messageries Impériales have 10 more fine vessels building.

sums of money. The increasing railway facilities throughout Europe, and the prevalence of steam navigation, as well as the large production of wheat in America, the Baltic, and other grain-producing countries, which can now be easily poured into French and foreign ports, wherever required, render it unlikely that Marseilles will ever again see so large an importation of wheat as occurred during the last season, which was almost entirely drawn from the Black Sea and Sea of Azof.

TABLE showing amounts of Wheat imported at Marseilles.

| | Quarters. | | Quarters. |
|---|---|---|---|
| 1852 | 695,400 | 1857 | 1,479,955 |
| 1853 | 1,406,600 | 1858 | 1,072,204 |
| 1854 | 905,880 | 1859 | 696,253 |
| 1855 | 869,720 | 1860 | 475,112 |
| 1856 | 1,864,250 | 1861 | 2,063,520 |

*Sugar.*—There are several large establishments at Marseilles, which last year, collectively, refined about 50,000 tons of sugar, of which 33,000 tons were exported to the ports of Italy, the Levant, Black Sea, and Danube, the remainder having been taken up for home consumption. This large branch of foreign trade appears likely to remain stationary for the present, owing to the uncertain legislation prevailing with regard to duties and drawbacks, as well as to the fact of the successful efforts of the Belgian and Dutch refiners, whose products meet those of Marseilles, in many of the aforesaid ports. Some parts of the Mediterranean, also which formerly provided themselves with sugar through Marseilles, now import that article direct from the producing countries, and are setting up refineries of their own. A large quantity of the raw sugar which arrives from Havana, is now being brought here by Spanish vessels, which enjoy such privileges in Cuba, that they can bring sugar here at rates sufficiently low to displace a large amount of the French tonnage which was formerly employed in this particular branch of trade.

*Coffee.*—The importation of coffee has fallen off considerably in comparison with that of 1860, in which year it amounted to 20,000 tons, that of 1861 being only 18,000 tons. It is becoming evident, that not only are the several countries in the Mediterranean, which formerly drew their supplies from Marseilles, importing this article direct from the producing countries, but also that the high rates charged by the Paris and Lyons Railway Company seriously impede the trade in this article with the interio of France and Switzerland by way of Marseilles. It costs ten francs more to send a ton of coffee from Marseilles to Basle, than the same would cost by way of Havre to that destination. Likewise the railway was found to be so totally inadequate to the forwarding of the vast quantities of grain imported last year, that not only coffee suffered much detention here thereby, but many other important articles destined for the interior.

*Oil Seeds.*—There is no more interesting branch of commerce at Marseilles than that of the oil seeds imported of late years from Turkey, Egypt, India and Africa. The importations appear to increase steadily, and they amounted last year to 1,033,020 metrical quintals (about 92,647 tons). The quantity of sesamum seed sent here, generally from the Levant ports and Bombay and Kurrachee in preceding years, was larger than that imported in 1861, owing to the shortness of the crops in all those countries.

TABLE showing the Importations of Oil Seeds, from 1855 to 1861.

| Date | Sesamum | | Arachides | | Linseed | Cotton Seed | Cocoa nut and Palm nut | Various | Totals |
|---|---|---|---|---|---|---|---|---|---|
| | Levant | India and Africa | Senegal | India | | | | | |
| 1855 | 159,703 | 190,512 | 225,290 | .. | 124,473 | 38,788 | 13,166 | 1,760 | 753,682 |
| 1856 | 194,406 | 376,841 | 270,746 | 21,650 | 167,871 | 99,943 | 19,052 | 10,750 | 1,161,259 |
| 1857 | 117,000 | 575,820 | 260,425 | 54,715 | 54,390 | 65,857 | 31,077 | 8,900 | 1,168,182 |
| 1858 | 90,690 | 450,375 | 250,245 | 8,155 | 56,578 | 10,515 | 36,440 | 14,375 | 917,372 |
| 1859 | 138,425 | 490,330 | 211,700 | 1,910 | 152,680 | 30,390 | 29,700 | 3,850 | 1,061,983 |
| 1860 | 116,900 | 362,095 | 216,570 | 1,170 | 245,750 | 49,070 | 46,585 | 55,830 | 1,023,970 |
| 1861 | 79,590 | 310,590 | 175,390 | 640 | 241,060 | 67,090 | 46,990 | 111,670 | 1,033,020 |

Metrical Quintals of 100 kilogrammes each.

*Silk.*—The silk trade during 1861 was exceedingly depressed at Marseilles. The importations of silk at this port were seriously affected by the low freights offered by the Peninsular and Oriental Steam Navigation Company for conveying silk to England, and by the superior commercial facilities offered to purchasers in that country. The great stagnation of the silk manufacture at Lyons and St. Etienne, owing to the very limited demand for silk goods from America, likewise caused much unsteadiness in the trade here, and prices fell considerably. Even the deficiency of the crop in France has not had the effect of keeping up prices.

TABLE showing Importations of Silk, from 1859 to 1861.

| | 1859 | 1860 | 1861 |
|---|---|---|---|
| China ..... | 7,540 | 7,132 | 7,970 |
| Bengal ..... | 1,250 | 308 | 682 |
| Broussa ..... | 840 | 790 | 922 |
| Syria ..... | 360 | 463 | 578 |
| Salonica ..... | 157 | 186 | 156 |
| Asia Minor ..... | 426 | 510 | 233 |
| Persia ..... | 6,018 | 7,106 | 5,052 |
| Divers ..... | 562 | 1,049 | 1,412 |
| Total Bales .... | 17,153 | 17,544 | 17,855 |

About 540,000 kilogrammes of cocoons were imported here last year, against 812,000 in 1860. Greece, Turkey in Europe and Asia Minor, furnished during the six years ending in 1861, about 4,500,000 kilogrammes of cocoons, worth about 90,000,000 francs.

*Wool.*—The largest importations of wool ever seen at Marseilles occurred in 1861. Prices, nevertheless, kept rising until the autumn, when they would probably have settled down, had not a sudden demand for 16,000 bales, for the service of the United States army, been made in time to keep them up. As there are no woollen manufactures in this part of France, this commodity is generally forwarded at once to the more northern parts of the country. The trade, however, is greatly kept down by the high tariffs of the railway companies. It now costs 120 francs per ton to send wool from Marseilles to Roubaix, whilst English or German railways would convey the same for a like distance for one-half the amount. Much apprehension exists, therefore, that the wool trade of Marseilles will not be able to compete with the foreign trade, particularly in the face of the treaty with England.

TOTAL Importation of Wool, from 1856 to 1861.

| | Bales. | | Bales. |
|---|---|---|---|
| 1856 | 86,040 | 1859 | 80,210 |
| 1857 | 98,955 | 1860 | 102,095 |
| 1858 | 55,846 | 1861 | 111,098 |

*Olive Oil.*—The importation of olive oil during 1861 was inferior to that of the preceding year's, the crops having been generally deficient throughout the countries surrounding the Mediterranean. Three qualities of oil are imported here; the most impure are chiefly imported from Algeria, Tunis, Morocco, Candia, and the Levant. These inferior oils are chiefly used here for the manufacture of soap. They are also clarified as lamp oil, and kept for home consumption, and sometimes re-exported: they are also used for lubricating purposes. A middling quality of oil is received from Corsica in considerable quantities, as also from the Riviera of Genoa and Naples. The finest qualities of oil for the table are received only from Genoa, Tuscany, and Naples. About 8,000 tons of foreign olive oil were imported in 1861.

108,000 tons of oil seeds, which were crushed here last year, yielded about 40,000 tons net of oil; in addition thereto, about 3,000 tons of cocoa-nut and palm oil were produced by the mills here. Of this large quantity of oil, one-half at least was converted into mottled and white soap. There was less oil sent away from Marseilles last year than usual, there having been a very large crop of colza in the north of France, which largely supplied England, Holland, Belgium, Germany, and Switzerland, which countries have generally drawn their supplies from Marseilles. About 15,000 tons of oil were sent into the interior of the country by rail.

About 1,350 tons of linseed oil were brought to Marseilles last year, the low prices in England, and the duty of six francs per hectolitre, permitting the importation.

*Oil-cake.*—The large importations of oil seeds here during the last few years, have led to a great increase in the manufacture of oil-cake, now so largely used both for feeding cattle and for manure, and of which considerable quantities are now exported from Marseilles. The following are about the quantities of oil-cake manufactured here from the various kinds of oleaginous seeds imported here:—

| | | |
|---|---|---|
| Sesamum | 214,599 | metrical quintals. |
| Arachides | 119,221 | „ |
| Linseed | 168,742 | „ |
| Cotton Seed | 53,672 | „ |
| Cocoa Nut | 3,825 | „ |
| Palm Nuts | 26,704 | „ |
| Turnip Seed | 85,924 | „ |

*Soap.*—About 5,000 tons of soap were exported last year from this port, forming rather more than half of the general exportation of soap from France.

*Metals.*—The trade in metals was much affected during 1861 by the American crisis, and also by the change in the Customs' tariff.

Lead occupied the first place amongst the metals imported at Marseilles: about 12,000 tons of rough ore were imported and smelted here, yielding about 5,000 tons of argentiferous lead. Nearly 13,000 tons of pig-lead were likewise landed here, and the silver extracted therefrom.

Iron and steel rank next, about 12,000 tons thereof having been imported, as also 8,000 tons of iron ore from Elba and Spain.

The following note will show, more or less, the quantity of the different ores and metals imported at Marseilles during 1861:—

*Ores.*

| | Kilogrammes. |
|---|---|
| Iron | 8,226,000 |
| Copper | 864,737 |
| Lead | 12,841,603 |
| Zinc | 1,050 |
| Antimony | 26,029 |
| Manganese | 858,809 |

*Metals.*

| | |
|---|---|
| Pig-iron | 9,013,900 |
| Iron in bars, sheet iron, and old iron | 2,889,263 |
| Steel bars, plates and wire | 292,180 |
| Copper | 1,983,114 |
| Tin | 127,800 |
| Lead | 15,034,148 |
| Zinc | 357,203 |

*Coal and Fuel.*—About 32,000 tons of foreign coal only were imported here during 1861, of which a large proportion was re-exported.

The late treaty of commerce with England has caused but little change in this trade, which is likely to remain stationary, in consequence of the great development of the coal mines in the neighbourhood of Marseilles. The English coal brought here is now only used by the Gas Company for lighting the town.

320,000 tons of French coal were brought to Marseilles last year by railway, principally from the department of the Gard. About 60,000 tons of lignite were also derived from the mines in the neighbourhood of this town.

Nearly 80,000 tons of small coal are used annually in this neighbourhood in the manufacture of soda.

A considerable quantity of French coal was exported last year, which, together with that used on board of the steamships belonging to the port, amounting to about 10,000 tons.

*Timber, Deals, and Staves.*—8,400 loads of deal, 100,000 planks, and 9,000,000 staves, were landed here in 1861 from the Adriatic.

About 25,000 dozen deals arrived here from the Baltic, and 2,000,000 staves were imported from America. The timber trade with the Baltic is increasing, owing to the large demand for the building trade, which has been so active of late in France.

*Hides.*—The following Table shows the importation of hides at Marseilles during the last ten years, and the countries whence they have been received :—

| Years | Buenos Ayres and Montevideo | Rio Grande | Brazil | Various | Totals |
|---|---|---|---|---|---|
| 1852 | 161,411 | 75,856 | 19,787 | 281,733 | 538,787 |
| 1853 | 168,092 | 19,000 | 21,699 | 314,733 | 523,552 |
| 1854 | 97,943 | 23,290 | 8,504 | 265,608 | 395,345 |
| 1855 | 90,881 | 58,911 | 15,016 | 468,381 | 633,189 |
| 1156 | 40,127 | 56,309 | 17,385 | 471,487 | 585,308 |
| 1857 | 135,113 | 47,257 | 24,891 | 790,478 | 997,739 |
| 1858 | 149,470 | 14,601 | 6,942 | 783,518 | 954,531 |
| 1859 | 107,800 | 35,211 | 1,800 | 742,162 | 886,973 |
| 1860 | 199,409 | 24,877 | 900 | 525,067 | 750,253 |
| 1361 | 125,702 | 15,393 | 1,200 | 426,041 | 568,336 |

*Spirits and Wine.*—A very large trade in spirits is growing up with the United States. As much as 1,175,000 gallons of corn brandy were

imported here last year, the wines exported hence being largely mixed therewith.

About 3,000 tons of wines of all sorts were imported during the year, from different countries, three-fourths thereof consisting of the strong red wines of Spain.

The exportation of wine from this port amounted to about 18,000 tons.

The merchants of Marseilles complain greatly of their inability to send the wines of Provence and Languedoc to England. In 1859, the exportation amounted to 55,350 gallons, in 1860 to 461,025 gallons; but in 1861 it fell again to 137,300 gallons. They assert that it was intended by the new treaty that the wines and agricultural produce of France should be sent to England in large quantities, in exchange for the favours granted to the English manufacturers. They state that it is surprising that a cask of Bordeaux wine, worth 40*l.*, should be imported into England at a lower duty than a cask of Languedoc wine, worth only 4*l.* The fact is, that the wines shipped at this port, though infinitely cheaper than those of Bordeaux and Champagne, are so charged with alcohol, that they cannot be sent to England under the tariff, as it stands at present, owing to the alcoholic test by which it regulates the duties.

It is not likely, however, that the wines from this part of France will ever be largely consumed in England, unless much greater care is bestowed upon their preparation. The adulteration and mixing of wines is largely carried on in these parts, and is mostly effected by ignorant persons, who labour, unfortunately, under the belief that the consumers in England have no knowledge of wines, and that the national taste is fixed upon fiery port and sherry. It is no uncommon thing to see rows of casks of wine on the quays at Marseilles, marked "façon Porto," being filled up, in broad daylight, with American corn brandy, and then put on board ship for England.

Until these false notions are laid aside here, and some modification of the tariff is made in England, it is not likely that any great exportation of wine can take place from Marseilles for the United Kingdom. There is an unlimited supply of good wholesome wine to be had in this part of France, which could safely be sent to England in its natural state, and at very cheap rates.

The great development of the trade of Marseilles, during the last few years, has naturally led to a large increase of its population, and to a rapid rise in the value of all sorts of property, both in the town and the surrounding districts. The working classes have generally found their labour highly remunerative, and the agriculturists in these parts are all thriving.

The large quantities of coal and lignite brought into Marseilles last year, from the different mines in the neighbourhood, gave ample occupation to the mining population during the year. The quarries in this district afforded abundant supplies of fine building stone, and they are every day becoming more available through the increasing railroad facilities. Considerable quantities of fine Roman cement were prepared in the neighbourhood, much of which was exported.

Soap is the most important manufacture at Marseilles, and there were fifty-two soap-works in full activity during the year, two-thirds of which produced the finest quality of soap, exclusively, to the value of nearly 2,000,000*l.* sterling. About 400,000*l.* worth of inferior qualities was produced by the remaining establishments. 250,000*l.* worth of the fine soap was exported.

The manufacture of this large quantity of soap kept twenty-seven mills in full activity in crushing the oil seeds imported, and it gave ample occupation to a large part of the population.

Next in importance to the manufacture of soap at Marseilles stands the refining of sugar, which gave employment throughout the year to a great number of hands, and a large amount of capital was profitably invested therein.

The great facilities afforded by the Marseilles market for the importation of the various qualities of wheat from the Black Sea and Algeria, have led to the establishment of numerous flour mills, and to a large manufacture of semolina. About sixty flour mills, furnished with 400 pairs of mill-stones, grind annually from 1,800,000 to 2,000,000 hectolitres (687,840 quarters) of wheat, worth about 2,000,000*l.*, thus giving employment to numerous hands, it being altogether a most thriving branch of business.

About 1,000 hands were generally occupied in 1861, in and near Marseilles, in the manufacture of salt, soda, and chloride of lime. A dozen establishments, collectively, turn out annually about 250,000 metrical quintals of soda, used principally in the manufacture of soap, and about 80,000 metrical quintals of chloride of lime.

Upwards of 2,000 hands found full occupation and remunerative wages during the year, in five large establishments which exist at Marseilles, for the manufacture of marine engines and boilers, and also for repairing the same. They turned out, collectively, machinery to the extent of 5,500 horses' power. Between machines and boilers made and repairs executed, work was turned out by these establishments to the value of 400,000*l.*

It is almost needless to remark, that the trade of Marseilles, during 1861, was sensibly affected by the American crisis, which caused a considerable falling off in the exportations from this port; this, coupled with the short grain crop in France, caused a large exportation of silver, which, consequently, raised the rate of discount. The unfortunate issue of the Ottoman Loan last year, and much over-speculation in wheat, provoked great uneasiness amongst the commercial classes in Marseilles, and its general trade was much disturbed by the uncertain aspect of the political horizon.

The Customs' dues collected at Marseilles during the last three years were, respectively, as follows: in 1859, 39,526,413 francs (1,581,056*l.*); in 1860, 30,116,046 francs (1,204,641*l.*); in 1861, 24,766,834 francs (990,673*l.*).

The railway from Paris to Marseilles was admirably conducted during the year, and yielded ample returns to the shareholders. Nevertheless, the public is becoming clamorous for a reduction of its tariff and for increased facilities, which the development of the trade of Marseilles now imperatively calls for. The telegraph system in this part of France, as elsewhere, is being greatly extended, and the scale of charges has been reduced.

Marseilles, February 13, 1863.

## ST. MALO.

*Report by Vice-Consul Monteith on the Trade of St. Malo for the Year 1862.*

In making the Commercial Report for the year 1862, I have the honour to state, under the head of "Shipping and Navigation," that the number of British and French vessels engaged in the direct and foreign trade has slightly increased. Only two or three vessels belonging to other nations came to this port last year. They principally came from the north with timber. The coasting trade is entirely carried on in French bottoms. Several fine vessels have been built and launched here in 1862, and the trade in ship-building has been more active than during the previous year.

*Trade and Commerce.*—The Custom-house returns show an increase in the value of exports for 1862. The Custom-house returns show that the increase is principally in the articles of butter, potatoes, zinc ore, timber, silk manufactures, fowls and game, fruit, &c. Almost the entire export trade of St. Malo is for England and the Channel Islands. The imports, which are almost entirely from England and the Islands, consist of coals, iron, anchors, &c., and show but little variation. The goods exported consist principally of oil-seeds, grain, tobacco, soap, wine, timber, &c.

*Agriculture.*—The crop in general was good, and all cereals fell in price during the year. Agriculture is much encouraged by the government. The Prefet of the department of Ille et Vilaine gives away the prizes at the agricultural shows held throughout his district. Much attention is now paid to the breed of cows, and the butter produced throughout the department is of a very superior quality. The price of all cattle has greatly increased. The farmers now commence to use guano extensively; but the principal manures used are seaweed (of which two crops are regularly cut every year) and marl, of which latter extensive deposits exist in the bay of Mont St. Michel, and at the mouths of almost all rivers. When mixed with farm-yard manure, it is most excellent for wheat crops.

*Population and Industry.*—The population remains very stationary. Employment is good. The people are mostly agriculturists, fishermen, and sailors. Upwards of ten thousand sailors are registered at the Marine Office of St. Malo.

*Public Works.*—The railroad from Rennes to St. Malo will be completed early in 1864. The floating basin progresses very slowly, and several years will yet be required to complete it.

St. Malo, April 1, 1863.

# GEORGIAN ISLANDS.

## TAHITI.

*Report by Mr. Consul Miller upon the Trade and Navigation of Tahiti, during the Year* 1861.

The only ports in the Tahitian territories declared to be open to foreign-going ships, are Papeete and Taunoa at Tahiti, and Papetoaï at the island of Moorea, which latter port is very rarely resorted to; and, in fact, the entire foreign trade of the island of Tahiti and its numerous dependencies continues, it may be said, to be carried on through the port of Papeete, which is the residence of the merchants engaged in that trade, as well as the seat of government.

It is true that in the course of the foreign trade, vessels, by special licence, from time to time proceed from Papeete to various of the other good ports possessed by Tahiti and its neighbouring dependency the island of Moorea, there to load oranges for exportation; and that others, likewise by special permission, occasionally load, in harbours of the remoter dependencies of Tahiti—the Paumotu Islands, pearl shells and cocoa-nut oil for foreign ports; yet, as the final clearance of such vessels is granted at Papeete, the whole of them, as well as their cargoes outwards, appear in the following returns for this last-mentioned port, at which all vessels trading foreign enjoy equal privileges in regard to the importation or exportation of goods.

### Shipping and Navigation.

*British Shipping.*—The amount of British shipping at Tahiti during the year 1861 differed but little from the average annual amount for the four preceding years, as will be seen from the subjoined return.

RETURN of the Total Amount of British Shipping that arrived at the Port of Papeete in each of the five Years from 1857 to 1861.

| Years. | British Ships engaged in the Direct and Indirect Trade. | | | British Whaling Ships. | | | British Ships employed in the Coasting Trade of Tahiti and its Dependencies. | | | Total of British Merchant and Whaling Ships that entered in each year at Papeete. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Vessels Entered. | Tons. | Crews. | Vessels. Entered. | Tons. | Crews. | Vessels Entered. | Tons. | Crews. | Number of Vessels. | Tons. | Crews. | Invoice Value of Cargoes. |
| | | | | | | | | | | | | | £ |
| 1857 | 11 | 2,117 | 125 | .. | .. | .. | .. | .. | .. | 11 | 2,117 | 125 | 40,564 |
| 1858 | 8 | 1,411 | 85 | .. | .. | .. | .. | .. | .. | 8 | 1,411 | 85 | 13,000 |
| 1859 | 12 | 2,601 | 152 | .. | .. | .. | .. | .. | .. | 12 | 2,601 | 152 | 27,088 |
| 1860 | 7 | 2,056 | 85 | .. | .. | .. | .. | .. | .. | 7 | 2,056 | 85 | 8,980 |
| 1861 | 9 | 1,433 | 94 | 1 | 240 | 21 | .. | .. | .. | 10 | 1,673 | 115 | 24,910 |

*Foreign Shipping.*—Last year there was again some falling off in the total amount of foreign tonnage arriving at Tahiti.

The following statement shows the respective amounts of the different foreign tonnage that made entry at Papeete in the course of the year 1861, in every description of trade, viz. :—

| | Tons. |
|---|---|
| Tahitian (chiefly British owned)— | |
| Foreign Trade .. 1,787 tons } .. .. Coasting Trade .. 1,701 „ } | 3,488 |
| American (U.S.)— | |
| Foreign Trade .. 1,708 tons } .. .. Whalers calling .. 1,546 „ } | 3,254 |
| South Pacific Islands (Foreign Trade) .. .. | 703 |
| French „ „ .. .. | 610 |
| Chilian „ „ .. .. | 243 |
| Peruvian „ „ .. .. | 141 |
| New Granadian „ „ .. .. | 126 |
| Hanoverian „ „ .. .. | 80 |
| Total Foreign Tonnage .. .. .. | 8,645 |

*British and Foreign Shipping, and Coasters.*—Subjoined is a summary of the shipping of all countries (British shipping included) that arrived annually at Papeete during the five years from 1857 to 1861. The Table will be found to distinguish the foreign from the coasting trade, which latter continues to be reserved exclusively to vessels carrying the French or the Protectorate (Tahitian) flag.

| Years. | Ships engaged in the Foreign Trade (direct and indirect) exclusive of Whalers. | | | Whaling Ships. | | | Ships employed in the Coasting Trade of Tahiti and its Dependencies (all Tahitian). | | | Total of Merchant and Whaling Ships of all Nations that entered in each year, at Papeete. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Vessels Entered. | Tons. | Crews. | Vessels Entered. | Tons. | Crews. | Vessels Entered. | Tons. | Crews. | Number of Vessels. | Tons. | Crews. |
| 1857 | 111 | 8,548 | 637 | 17 | 7,708 | 538 | 27 | 1,308 | 137 | 155 | 17,564 | 1,312 |
| 1858 | 110 | 10,511 | 698 | 19 | 6,972 | 574 | 25 | 983 | 116 | 154 | 18,466 | 1,388 |
| 1859 | 124 | 11,877 | 895 | 11 | 4,280 | 359 | 30 | 1,343 | 160 | 165 | 17,500 | 1,414 |
| 1860 | 96 | 9,388 | 701 | 5 | 1,721 | 132 | 44 | 1,653 | 222 | 145 | 12,762 | 1,055 |
| 1861 | 95 | 6,831 | 596 | 5 | 1,786 | 138 | 69 | 1,701 | 282 | 169 | 10,318 | 1,016 |

*Coasting Trade.*—The coasters comprised in the foregoing Table were for the most part vessels engaged in the trade between Tahiti and those of its dependencies, known as the "Paumotu," or Low Islands, from whence are chiefly obtained the cocoa-nut oil, and the pearl shells, which afterwards figure as the principal exports from Papeete. The coasters in question were vessels registered at Tahiti, and wearing the French protectorate flag, but nearly all of them belonging to resident British merchants, who, in common with all other residents, may be registered owners of such shipping.

*Ports, facilities for Shipping, &c.*—It having already been stated that the entire foreign trade of the island of Tahiti and its dependencies is carried on at or through the port of Papeete, it is now proposed to offer a general description of that port, which is situated on the north-west side of this island, in latitude 17° 31′ S., and longitude 149° 34′ W. of Greenwich, or about six miles W.S.W. of Point Venus, the well known northernmost point of Tahiti.

The harbour of Papeete is formed by a bay about a mile and a half wide, and half a mile deep, across the mouth of which, and serving as a perfect breakwater, stretches the belt or reef of coral that encircles so large a portion of the Tahitian shores.

It should here be remarked that in front of Papeete, as off most other parts of the coast, this reef rises a little above the surface of the water, its outer edge being marked by a line of breakers, and its sea front descending so precipitously into deep water, that outside of it there is no anchorage. Off the north and north-east coast of Tahiti, as likewise at the south-eastern extremity of its peninsula (Taiarabou), the coral reef is, however, for a considerable distance, entirely submerged, thus forming extensive shoals, that, in both places, stretch nearly three miles off the shore, and are the more dangerous because the sea rarely breaks upon them so as to show their position.

The principal entrance to Papeete harbour is through an opening or break in the coral reef upon the western arm of the bay before described. This opening is on the whole nearly a quarter of a mile in width, but from its western side a shoal (on which the sea breaks in rough weather) extends nearly two-thirds of the way across the passage, which is again, on its eastern side, obstructed by another sunken shoal, though only a small one, not far from the main reef. Between the two shoals lies a clear channel, about 120 yards wide, with a depth of over 7 fathoms of water in the middle, lessening to about 5 fathoms on either side.

About two miles to the eastward of the entrance just spoken of, another, and still wider and deeper passage through the barrier reef, gives access to the small bay of Taunoa, where there is good anchorage, and between which and the bay of Papeete is a ship channel, inside of the reef, deep enough for vessels drawing as much as 18 feet water. Though Taunoa is not a port at which any trade is carried forward, it is oftentimes serviceable as a second entrance to the harbour of Papeete.

Vessels approaching Papeete are met by a pilot in the offing, and it would be advisable that they should wait for him a little to the eastward of the Taunoa, or windward passage, so as to be in a position to enter either by that, or by the leeward passage of Papeete, as the pilot might deem preferable. Taunoa passage may be known by a remarkable mountain, 4,000 feet high, with a jagged summit in the shape of a crown, and situated at the head of a deep valley in the rear of Taunoa. When the crown mountain opens out on the eastern side of the valley, the ship will be abreast of the passage.

The prevailing winds are from the eastward; calms and eddy winds are, however, of frequent occurrence in the neighbourhood of Papeete, which is situated on the lee side of the island.

It would seem that the south-east trade wind, on encountering the high land on the windward front of Tahiti, becomes deflected as it were into two currents, the one sweeping round the northern, and the other round the southern side of the island; hence it often happens that the wind converges upon the leeward coast of Papeete from opposite quarters, blowing briskly from the eastward out at sea, and to within a mile or two of the reef, whilst inside of the harbour the wind is westerly, a variable zone of calm extending between the two winds, and often enveloping the entrance to the port.

These irregularities are of course obstacles to sailing vessels, and in fact oftentimes cause them to be delayed in entering or leaving Papeete; but for steam vessels the harbour may be said to be always accessible by day, as it would indeed be, for them, by night too, in fine weather, if lights were established at the entrance.

The harbour of Papeete is at all times perfectly safe, and though in places its available space is considerably reduced by coral patches (on one of which there has even formed a small dry island, covered with trees), it would still, it is believed, contain as many as 100 large vessels at single anchor. The water is constantly smooth; the anchorage is good, in from

6 to 14 fathoms, with a bottom of sand and mud, and the rise and fall of the tide not above 2 feet.

The shores of the harbour are skirted by a coral ledge or flat, on which the water is quite shallow as far as its outer edge, where it descends abruptly to a depth of about 6 fathoms.

Extending out to the verge of this coral ledge, which varies in breadth from 10 to 60 yards, several private wharfs have been constructed, where ships can commodiously discharge and lade goods, as also heave down. The local government constructed, in like manner, a few years ago, a capacious heaving-down quay, which is suitable for careening vessels of the largest class; and they have also laid down at Papeete a patent slip, whereupon ordinary ships of as much as 400 tons burden can, with the means at present available, be safely taken up for repair.

The government slip and careening quays have recently been farmed out for a period of five years, to a respectable and competent English shipwright, whose table of charges is as follows, viz.:—

| When the Vessels Tonnage is— | Charge for the use of the Patent Slip. | | | | Charge for the use of the Heaving-down Quay per Day, including that on which the Vessel makes fast to the Quay. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | For the day of hauling up the Vessel on the Slip, labour included. | | | For each succeeding Day, comprising that of launching (labour of launching included). | | | | | | |
| | Francs. | | £ | Francs. | | £ | F. cts. | | £ | s. | d. |
| Under 100 tons .. .. .. | 150 | or | 6 | 50 | or | 2 | 15 00 | or | 0 | 12 | 0 |
| From 100 to 200 tons . .. | 225 | „ | 9 | 75 | „ | 3 | 30 00 | „ | 1 | 4 | 0 |
| „ 200 to 300 „ . .. | 300 | „ | 12 | 100 | „ | 4 | 45 00 | „ | 1 | 16 | 0 |
| „ 300 to 400 „ . .. | 375 | „ | 15 | 125 | „ | 5 | 50 00 | „ | 2 | 0 | 0 |
| And for every additional ton | .. | | .. | .. | | .. | 0 15 | „ | 0 | 0 | 1½ |

The materials usually required for refitting and repairing vessels are almost always to be had, with a sufficiency of ship carpenters for ordinary demands; and the charges, though high, are not perhaps on the whole much more so than is common in the generality of ports in the Pacific.

As will be supposed, there is not much ship-building going forward here; small craft, however, for the island trade, are from time to time constructed; for instance, a schooner of 70 tons burden, chiefly built with native timber, has been completed at Tahiti this year, and another, about as large, well rebuilt on the slip above described.

Fresh water is abundant at Papeete, of good quality, and may be conveniently procured by boats at the public watering quay, free of charge, or can be supplied alongside of ships from a floating tank at a reasonable price. Firewood is likewise abundant.

Fresh meat, poultry, and vegetables may be obtained, as also salt provisions, biscuit, and marine supplies in general. The prevailing cost will be seen on reference to the table of average market prices inserted further on in this Report.

The general sanitary state of the town and port of Papeete is good. The mean temperature would seem to be as high as 76° of Fahrenheit, yet the climate, for a tropical one, may justly be described as healthy; and in its favour it can further be said that serious epidemics are rare, and that hitherto neither has Asiatic cholera nor yellow fever been known to have appeared in the country.

Hurricanes are believed very rarely indeed to have extended so far to the eastward as Tahiti, though the Feejee, Friendly, Navigators', and even the less distant Hervey Islands, to the westward, are occasionally visited by them.

During the months of December, January, February, and March, strong gales from the northward and westward may be looked for at Tahiti, but the port of Papeete is perfectly well sheltered from such gales by the reef or natural breakwater already described.

It may be worthy of remark that no violent earthquakes are spoken of as having taken place at this group, and although three or four shocks certainly appear to have been felt at Papeete within the last twenty years, they were only slight ones.

## Trade and Commerce.

*Exports.*—The following Return will afford a general view of the annual value of the exports at Tahiti, during the five years from 1857 to 1861, and will also show the countries to which they were sent, as well as the proportionate value to each country.

| Years. | To Great Britain and British Colonies. | To France. | To America (U.S.) | To Chili. | To Islands of the Pacific, exclusive of those being Dependencies of Tahiti. | To other Countries. | Total Annual Value of Exports (according to declarations of Exports). |
|---|---|---|---|---|---|---|---|
| | £ | £ | £ | £ | £ | £ | £ |
| 1857 | 6,842 | 2,960 | 3,821 | 8,200 | 21,041 | ... | 42,864 |
| 1858 | 248 | ... | 3,748 | 14,163 | 18,754 | 200 | 37,113 |
| 1859 | 6,708 | 34 | 10,374 | 15,313 | 12,609 | ... | 45,038 |
| 1860 | 3,660 | ... | 2,244 | 19,080 | 12,736 | ... | 37,720 |
| 1861 | 5,690 | 1,200 | 7,653 | 19,142 | 14,066 | ... | 47,751 |

By way of explanation to the foregoing Table, it may be mentioned that a very considerable portion of the exports to Chili consisted of island produce, shipped, it is true, for Valparaiso, yet intended to be re-shipped there for England; also, that the sums given in the Table do not comprise either the remittances made in the shape of bills upon the French government issued by the local treasury, or the remittances made in specie put into circulation by the French authorities, or introduced from other sources. Such remittances, however, doubtless continued to form a very large item in the returns annually made from hence, but their amount cannot be exactly stated.

In further illustration of the nature of the export trade at Tahiti, a statement will now be submitted, embracing the last five years, and distinguishing the value of the exports of island products from the value of other kinds of merchandise exported, or rather re-exported, excluding only the value of the goods re-shipped for the dependencies of Tahiti, which latter goods are left to be hereafter noticed under the head of "Domestic Trade."

| Years. | To Great Britain and British Colonies direct. | | | To other Countries. | | | Annual Value of Exports of all kinds from Tahiti. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Products of Tahiti and its Dependencies, and of other Islands of the Pacific. | British and Foreign Merchandise (other than Island Produce) Re-Exported. | Total Value. | Products of Tahiti and its Dependencies, and of other Islands of the Pacific. | British and Foreign Merchandise (other than Island Produce) Re-Exported. | Total Value. | Products of Islands of the Pacific. | Other Merchandise Re-Exported. | Total Value. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| 1857 | 5,932 | 910 | 6,842 | 14,511 | 21,511 | 36,022 | 20,443 | 22,421 | 42,864 |
| 1858 | 248 | ... | 248 | 14,006 | 22,859 | 36,865 | 14,254 | 22,859 | 37,113 |
| 1859 | 6,508 | 200 | 6,708 | 16,529 | 21,801 | 38,330 | 23,037 | 22,001 | 45,038 |
| 1860 | 2,400 | 1,260 | 3,660 | 20,010 | 14,050 | 34,060 | 22,410 | 15,310 | 37,720 |
| 1861 | 3,764 | 1,926 | 5,690 | 27,325 | 14,736 | 42,061 | 31,089 | 16,662 | 47,751 |

The last Table, viewed in connection with the one preceding, will show that a large amount of merchandise is re-exported from this island for the circumjacent independent groups, from whence are obtained, in return, pearl shells, cocoa-nut oil, arrow-root, live stock, vegetables, &c.

In order to render more complete the present review of the export trade of this country, a Table is subjoined giving the quantities of the principal, and the value of the whole of the exports, within each of the last five years, of all kinds of island produce, *i.e.*, not only the produce of Tahiti and its dependencies, but likewise the produce of other South Sea Islands, collected at Papeete, and thence exported, viz. :—

| Years. | Cocoa-nut Oil. | | Pearl Shells. | | Oranges. | | Other Island Products. | Total Annual Value of Island Products exported at Papeete. |
|---|---|---|---|---|---|---|---|---|
| | Quantities. | Value. | Quantities. | Value. | Quantities. | Value. | Value. | |
| | Tuns. | £ | Tons. | £ | Thousands. | £ | £ | £ |
| 1857 | 321 | 9,459 | 272 | 6,448 | 2,229 | 3,168 | 1,368 | 20,443 |
| 1858 | 182 | 5,291 | 160 | 3,844 | 2,402 | 3,563 | 1,556 | 14,254 |
| 1859 | 167 | 4,990 | 457 | 10,797 | 3,660 | 5,136 | 2,114 | 23,037 |
| 1860 | 381 | 11,410 | 279 | 8,039 | 1,314 | 1,866 | 1,095 | 22,410 |
| 1861 | 520 | 15,600 | 232 | 6,952 | 2,610 | 3,666 | 4,871 | 31,089 |

The whole of the cocoa-nut oil and the pearl shells thus exported came originally from the neighbouring groups, and the increase observable last year in the exports of the former commodity may be attributed to a larger quantity of oil than usual having been of late received here from the Paumotu and the Navigators' Islands, as also from the Leeward or Society Islands. Both the cocoa-nut oil and the pearl shells were chiefly shipped for Valparaiso and Sydney, the most part being, however, ultimately intended for transhipment for England.

It may here be stated that the average quantity, for the last seventeen years, of cocoa-nut oil exported from Tahiti, appears to have been about 250 tuns per annum, and of pearl shells nearly 300 tons per annum, these figures alike comprising the produce of this kind obtained from the Tahitian dependencies, and that brought hither from other South Sea Islands.

The oranges which figure in the return of exports of island products were the growth of Tahiti itself, or of its neighbouring dependency the island of Moorea; and nearly the whole of the two to three millions of this fruit exported in each year went to San Francisco, California.

The column in the return headed "Other Island Products," embraces the value of the pearls (estimated to be on an average about 600*l.* per annum), and also that of the arrow-root, lime-juice, limes, cocoa-nuts, &c., exported in each year. The largely increased amount given for last year, in addition, includes various lots of tripang or "biche de mer," and of fungus, figuring altogether at a declared value equal to 3,800*l.*, which a British resident merchant, by way of experiment, collected among these islands, and shipped in 1861, *viâ* San Francisco, for China. It seems, however, now to be very questionable if the description or preparation of these products was such as to lead to the speculation turning out profitable. The annual amounts inserted under the last quoted heading, since 1859, furthermore comprise the value of some few small lots of Tahitian-grown coffee and sugar which have appeared amongst the exports within the last three years.

*Imports.*—Subjoined is a general statement of the annual value of the imports at Tahiti, during the five years from 1857 to 1861, showing also the countries from whence they came, and the proportionate value from each country.

| | 1857. | 1858. | 1859. | 1860. | 1861. |
|---|---|---|---|---|---|
| From— | £ | £ | £ | £ | £ |
| Great Britain & British Colonies | 29,214 | 8,904 | 27,812 | 9,107 | 13,712 |
| France* .. .. .. .. | 480 | .. | .. | 820 | 1,296 |
| America (U.S.) .. .. .. | 32,672 | 15,992 | 14,453 | 23,644 | 13,207 |
| Chile† .. .. .. .. | 33,736 | 48,526 | 28,221 | 17,840 | 33,328 |
| Islands of the Pacific, exclusive of those being Dependencies of Tahiti .. .. | 10,610 | 10,400 | 10,771 | 10,569 | 14,263 |
| Other Countries.. .. .. | 900 | 40 | .. | .. | .. |
| Total Annual Value of Imports, according to Declarations of Importers. .. .. | 107,612 | 83,862 | 81,257 | 61,980 | 75,806 |

It will be seen from the preceding return that the imports, which in 1859 had declined to a point materially below their ordinary level, rose again last year to a figure approaching much nearer to their usual annual amount. this improvement may, it is believed, mainly be traced to the circumstance of the French garrison and naval station having been reinforced towards the end of 1860 to about the same extent as they had been reduced during the two years preceding.

There has been little change of note in the description of the imports; they continued to consist principally of cotton cloths, printed and plain (better qualities than formerly being, however, now in demand), woollen and silk goods, slop clothing, shoes and hats; sawn woods, shingles; hardware, glass, and earthenware; marine stores, paint, and paint oil; salt provisions, preserved meats, vegetables, and fruits; pickles; flour, biscuit, potatoes, onions, beans, barley; sugar, coffee, tea, candles, soap; wines, spirits, liqueurs, beer; tobacco, cigars; furniture, camphor trunks, &c.; together, also, with the products, such as cocoa-nut oil, pearl shells, arrow-root, lime-juice, live stock, vegetables, &c., brought, as before-mentioned, from other (independent) groups of islands in the Pacific.

It is estimated that one-third at least of the merchandise, *other* than island produce, imported, consisted of British or British-colonial products and manufactures, the rest of such imports being composed chiefly of United States, French, Chilian, German, and Chinese goods.

The British goods imported during the five years to which the return relates, were for the most part purchased at Valparaiso or in Australia, but parcels were besides ordered from England, and came out, some direct, some by way of Valparaiso, and some by way of Sydney.

By far the largest share of the foreign trade of Tahiti—it would not even, it is believed, be too much to say three-fourths thereof—continues in the hands of the resident British merchants; the residue is carried on by the French and the American merchants established at this place, and by casual or transient traders coming to the country.

With respect to the foreign *inter-island* trade, which has been to a certain extent distinguished from the general foreign trade in the Tables that precede, it can be safely advanced, that that branch of trade also, as well as the coasting trade between Tahiti and its dependencies, continues to be carried forward almost wholly on account of the resident British merchants, and it may, too, be added, in vessels belonging to those merchants.

* This Return does *not* comprise the value of the Government provisions and stores received by the French protectorate authorities from France, &c.

† The imports from Chile include various lots of goods shipped from England for Tahiti viâ Valparaiso, and transhipped at this latter port for their destination.

The present seems to be the proper place to submit a few observations more particularly referring to the domestic trade of Tahiti and its dependencies.

*Domestic Trade.*—The value of the goods re-shipped from hence for the Tahitian dependencies is by no means inconsiderable, as will readily be conceived when it is known that from the Paumotu group alone have been obtained annually, in return for the goods sent thither from Papeete, about 200 tuns of cocoa-nut oil, and from 200 to 250 tons of pearl shells, besides pearls, to the value probably of about 500*l.* yearly, and also hogs, fowls, and cocoa-nuts; whilst from others of the dependencies of Tahiti are in like manner obtained live stock, vegetables, and arrow-root.

The orange trade of Tahiti, and its dependency Moorea, has already been alluded to under the head of "Exports." This fruit grows on both-named islands in great abundance, without culture, and is of superior quality. The exporting vessel herself receives her cargo direct at the out-port, the fruit being gathered in the neighbourhood, brought at once by the native sellers to the spot where the ship may be lying, there packed, and put on board for its foreign destination.

But the most important branch of the domestic trade of this establishment, is the collection of cocoa-nut oil and pearl shells, the latter of which articles are obtained from the lagoons of the Paumotu islands, which afford large quantities of fine pearl oysters, and the former from the fruit of the cocoa-nut palms, already so plentiful on many of those islands, and for the extended growth whereof the sandy soil of all of them is so well adapted. The business in question is conducted at the Paumotu Islands in much the same way as that in which a similar traffic between this place and the neighbouring independent groups is in general carried on, namely, through agents, whom the merchants at Tahiti send to reside, and to bargain with the natives for their produce or labour, at the principal trading places, as also by means of gangs of divers maintained by them on the remoter, and oftentimes before uninhabited, lagoon islands. The agents alluded to, with goods chiefly sent to them from hence—in few cases with money—pay the natives they employ to dive for the pearl oyster, and purchase native-made cocoa-nut oil, &c.; while the merchant periodically sends his vessels round to the different stations, to replenish their several stocks of goods and provisions, and to receive and bring to Papeete the products collected in expectation of their visit.

A falling off has been remarked in the quantity of pearl shells of late obtained at the Paumotu group; this falling off is attributed by those engaged in the trade to a growing and natural dislike on the part of the natives to engage in so very severe an occupation as that of diving, when they find they are able to supply their wants by the far easier task of making cocoa-nut oil. In the production of this latter commodity a corresponding increase has consequently taken place.

*Dependencies of Tahiti.*—1st, The *Paumotu Archipelago*, occupying a vast expanse stretching from north to east-south-east of Tahiti, and to a distance therefrom of as much as 700 miles at the eastern extremity of the group, comprises altogether upwards of seventy low islands, the which, as before seen, are held to be dependencies of Tahiti. Many of them, it is true, are very small, but the generality attain from thirty to fifty miles, and some few as much even as a hundred miles in circuit; they, however, possess relatively but a very limited superficial area of dry land. Each, in fact, consists merely of a belt or ring of coral, inclosing a salt-water lagoon; these encircling belts seldom exceed half a mile in width are often, indeed, much narrower, and in places, too, for miles in length present nothing more than bare banks rising so little above water as not to be out of the wash of the surf in rough weather. At various of the

islands the lagoon communicates with the sea through openings in the coral belt deep enough for the passage of ships, which may thus obtain secure anchorage in the interior basins, and there lade or unlade with safety; but at the islands where there is no such ship-channel into the lagoon, goods must be laden and discharged outside, while the vessel is lying, off and on, in front of a dangerous shore, rarely with any anchorage at all, nowhere a safe one, and exposed, besides, during the frequent calms, to be swept ashore by the currents and swell. None of the Paumotu Islands rise more than a few feet above the level of the ocean—their greatest elevation does not, perhaps, much exceed 15 feet; their scanty soil consists of coral *débris* and sand, which is well adapted, however, to the growth of the cocoa-nut and pandanus trees, with which these lagoon islands are commonly studded. The water to be found on them is brackish and scarce; and the population spread over the entire group does not probably exceed four or five thousand souls, who are mainly dependent for their subsistence upon fish and cocoa-nuts. The remote easternmost islands are still in a savage state. The extreme lowness of the numerous islands of this extensive group, the currents prevailing amongst them, and the inaccuracy of many of their positions as given on the published charts, render great caution necessary in the navigation of the Paumotu or Low Archipelago, above all at night, or in thick weather.

2nd, The island of Moorea, or Eimeo, will be more particularly noticed at the time of offering, further on, some additional details that seem to be requisite with respect to the capabilities of Tahiti, of which latter island Moorea is a very near neighbour, as well as a dependency.

The rest of the Tahitian dependencies, or islands subject to the French protectorate, originally established over Tahiti in 1842, may be concisely described as follows, namely:—

3rd, Tetiaroa; a low coral island, with a lagoon, situated about twenty-four miles to the northward of Point Venus (Tahiti), and resorted to by a few Tahitian families, for the purpose of fishing, and of fattening hogs on the cocoa-nuts which abound on the island. It has no harbour.

4th, Meetia; a lofty conical islet, of volcanic formation, lying about sixty miles to the eastward of Tahiti. Meetia possesses neither harbour nor anchorage, and has only some thirty inhabitants upon it. The lower parts are covered with verdure, and vegetables, pigs, and poultry may be obtained.

5th, Maatea; an elevated coral island, without lagoon, distant about 125 miles N.N.E. of Tahiti; it rises up abruptly some 300 feet above the level of the sea, and its top, which is flat, presents a well-wooded plateau. Like Meetia, Maatea is destitute of any harbour, but its population is greater, numbering about 150. It furnishes hogs and fowls, as also some cocoa-nut oil.

6th, and lastly, Toobouai and Raevavae; two small, but high islands, distant from 350 to 400 miles south of Tahiti, each having about 250 inhabitants, and both producing arrow-root, hogs, poultry, and vegetables. At Toobouai there is one small, insecure harbour, available for small craft alone. Raevavae has no better harbour. Toobouai placed itself under the French protectorate of Tahiti in the year 1847, whilst Raevavae seems to have avowed itself a Tahitian dependency for the first time in 1861. Neither of the two islands would appear to possess much importance.

*Market Prices of Goods.*—Subjoined is an account of the average market prices of the principal articles of import and export, as well as of provisions, at the port of Papeete, within the past year, 1861.

## Prices of Imports.

| Articles. | Average Market Prices (Wholesale) on board, or in bond (Entrepôt). English Money. £. s. d. | | | | £. s. d. | | | English Weights or Measures. |
|---|---|---|---|---|---|---|---|---|
| Beer | 0 | 10 | 0 | to | 0 | 12 | 0 | per doz. bottles |
| Biscuit | 0 | 0 | 3 | „ | 0 | 0 | 5 | „ lb. |
| Candles (Composition) | 0 | 1 | 3 | „ | 0 | 1 | 6 | „ lb. |
| Cigars (Manila) | 2 | 8 | 0 | „ | 3 | 0 | 0 | „ thousand |
| Coffee | 0 | 0 | 10 | „ | 0 | 1 | 0 | „ lb. |
| Cotton Manufactures, viz.:— | | | | | | | | |
| Maddapollams | 0 | 6 | 0 | „ | 0 | 8 | 0 | „ piece |
| Prints | 0 | 12 | 0 | „ | 1 | 0 | 0 | „ piece |
| Shirtings | 0 | 0 | 5 | „ | 0 | 0 | 7 | „ yard |
| Flour | 2 | 0 | 0 | „ | 2 | 8 | 0 | „ 200 lbs. |
| Hams (English or German) | 0 | 1 | 6 | „ | 0 | 1 | 8 | „ lb. |
| „ (American) | 0 | 0 | 5 | „ | 0 | 0 | 8 | „ lb. |
| Liqueurs | 1 | 0 | 0 | „ | 1 | 12 | 0 | „ case of 1 doz. |
| Marine Stores, viz.:— | | | | | | | | |
| Canvas | 0 | 1 | 0 | „ | 0 | 1 | 3 | „ yard |
| Cordage | 0 | 0 | 8 | „ | 0 | 0 | 10 | „ lb. |
| Copper Sheathing and Nails | 0 | 1 | 6 | „ | 0 | 1 | 10 | „ lb. |
| Metal Sheathing and Nails | 0 | 1 | 6 | „ | 0 | 1 | 8 | „ lb. |
| Pitch | 1 | 5 | 0 | „ | 1 | 15 | 0 | „ barrel |
| Tar | 1 | 12 | 0 | „ | 2 | 4 | 0 | „ barrel |
| Oil, linseed | 0 | 6 | 6 | „ | 0 | 8 | 0 | „ gall., Imperial |
| Oil, olive | 0 | 18 | 0 | „ | 1 | 4 | 0 | „ doz. bottles |
| Paints, assorted | 2 | 8 | 0 | | | .. | | „ cwt. |
| Pickles | 0 | 8 | 0 | „ | 0 | 12 | 0 | „ doz. pints |
| Potatoes | 0 | 0 | 1½ | „ | 0 | 0 | 2 | „ lb. |
| Rice | 0 | 0 | 4 | „ | 0 | 0 | 6 | „ lb. |
| Salt Beef | 3 | 12 | 0 | „ | 4 | 0 | 0 | „ barrel of 200 lbs. |
| Salt Pork | 4 | 0 | 0 | „ | 5 | 0 | 0 | ditto |
| Soap, Liverpool | 2 | 0 | 0 | | | .. | | „ cwt. |
| „ Sydney | 2 | 0 | 0 | „ | 2 | 10 | 0 | „ cwt. |
| Shoes, English or French | 0 | 8 | 0 | „ | 0 | 14 | 0 | „ pair |
| „ American pegged | 0 | 4 | 0 | „ | 0 | 8 | 0 | „ pair |
| Spirits, viz.:— | | | | | | | | |
| Brandy | 0 | 4 | 0 | „ | 0 | 8 | 0 | „ gall., Imperial |
| Gin | 1 | 4 | 0 | „ | 1 | 10 | 0 | „ case (4 galls.) |
| Rum | 0 | 3 | 0 | „ | 0 | 4 | 0 | „ gall., Imperial |
| Sugar, refined | 0 | 0 | 8 | „ | 0 | 0 | 9 | „ lb. |
| „ brown | 0 | 0 | 4 | „ | 0 | 0 | 6 | „ lb. |
| Tea | 0 | 1 | 6 | „ | 0 | 3 | 0 | „ lb. |
| Tobacco | 0 | 1 | 3 | „ | 0 | 1 | 8 | „ lb. |
| Trunks, camphor | 7 | 0 | 0 | „ | 8 | 0 | 0 | the nest |
| Wines, viz.:— | | | | | | | | |
| Champagne | 1 | 10 | 0 | „ | 2 | 0 | 0 | per doz. bottles |
| Claret, in bottle | 0 | 12 | 0 | „ | 0 | 16 | 0 | „ doz. bottles |
| „ in cask | 9 | 0 | 0 | „ | 12 | 0 | 0 | „ hogshead |
| Sherry, in cask | 0 | 7 | 0 | „ | 0 | 14 | 0 | „ gall., Imperial |
| Wood, Oregon, sawn | 7 | 10 | 0 | „ | 8 | 0 | 0 | „ thousand feet |

Prices of Exports.

| Articles. | Average Market Prices, free on board. English Money. | | | | | | English Weights or Measures. |
|---|---|---|---|---|---|---|---|
| | £. | s. | d. | | £. | s. | d. | |
| Arrowroot .. .. .. .. | 0 | 0 | 2 | to | 0 | 0 | 3 | per lb. |
| Cocoa-nuts .. .. .. .. | 2 | 0 | 0 | | | .. | | „ thousand |
| Cocoa-nut Oil .. .. .. | 26 | 0 | 0 | „ | 30 | 0 | 0 | „ tun, Imperial |
| Lime Juice .. .. .. .. | 0 | 0 | 6 | „ | 0 | 0 | 10 | „ gall., Imperial |
| Pearl Shells . .. .. .. | 25 | 0 | 0 | „ | 30 | 0 | 0 | „ ton of 20 cwts. |
| Oranges .. .. .. .. | 1 | 4 | 0 | „ | 1 | 8 | 0 | „ 1,000, packed |

Average Market Prices of Provisions of Local Consumption.

| Articles. | Retail Prices. English Money. | | | | | | English Weights or Measures. |
|---|---|---|---|---|---|---|---|
| | £. | s. | d. | | £. | s. | d. | |
| Bread .. .. .. .. | 0 | 0 | 4 | to | 0 | 0 | 5 | per lb. |
| Butter, salt .. .. .. .. | 0 | 2 | 0 | | | .. | | „ lb. |
| Beef .. .. .. .. .. | 0 | 0 | 7 | | | .. | | „ lb. |
| Pork . .. .. .. .. | 0 | 0 | 7 | | | .. | | „ lb. |
| Fish .. .. .. .. .. | 0 | 0 | 3 | | | .. | | „ lb. |
| Fowls .. .. .. .. | 0 | 3 | 0 | „ | 0 | 4 | 0 | „ couple |
| Ducks .. .. .. .. | 0 | 6 | 0 | „ | 0 | 8 | 0 | „ couple |
| Turkeys .. .. .. .. | 0 | 8 | 0 | „ | 0 | 12 | 0 | each |
| Eggs . .. .. .. .. | 0 | 2 | 0 | „ | 0 | 2 | 6 | per dozen |
| Sugar, refined .. .. .. | 0 | 0 | 9 | „ | 0 | 0 | 10 | „ lb. |
| „ brown .. .. .. | 0 | 0 | 6 | | | .. | | „ lb. |
| Tea .. .. .. .. .. | 0 | 3 | 6 | „ | 0 | 6 | 0 | „ lb. |
| Coffee .. .. .. .. | 0 | 1 | 3 | „ | 0 | 1 | 6 | „ lb. |
| Rice .. .. .. .. .. | 0 | 0 | 5 | „ | 0 | 0 | 7 | „ lb. |
| Flour .. .. .. .. | 2 | 0 | 0 | „ | 2 | 8 | 0 | „ 200 lbs. |
| Yams, pumpkins, taro, sweet-potatoes .. .. .. | 0 | 0 | 1½ | „ | 0 | 0 | 2 | „ lb. |
| Cabbages and lettuces .. .. | 0 | 0 | 2 | „ | 0 | 0 | 3 | each |
| Onions .. .. .. .. | 0 | 0 | 6 | | | .. | | per lb. |
| Potatoes (imported) .. .. | 0 | 0 | 2 | „ | 0 | 0 | 2½ | „ lb. |

*Rates of Exchange* upon England within the year 1861:—From January to December, twenty-five francs to the pound sterling.

*Weights, Measures, Moneys, and English Equivalents.*—In the year 1848 the weights and measures established in France were by law adopted at Tahiti, and the "franc" was declared to be the legal unit of money. Other weights and measures have, however, as well as other money, since continued to be very commonly used in trade. Where the tabular returns inserted in this Report give, or refer to *quantities*, they are, approximately, the quantities of the respective articles in English weights or measures; and in all cases in which French money has been converted into English *money* for the Tables, or where the English equivalent for French money is given, together with the latter, in the Report, the rate of exchange used for the conversion has been that above-mentioned, of twenty-five francs to the pound sterling, which rate has, it may be added, prevailed for many years past.

Although the "franc," and the decimal parts and multiples of a franc,

have been adopted by law, other coins than those of France still circulate as valid tender, such, for instance, as dollars, half dollars, &c., also American gold coins, and sovereigns. In the dollar and cent currency, in which many of the merchants continue to keep their accounts, the dollar corresponds in value to five francs, and consequently five dollars, currency, are equal to one pound sterling.

*Tariff.*—There has been no alteration in the rates of duties levied, either in the importation, or on the warehousing (*entrepôt*) of goods, since the last commercial report from this Consulate, dated May 31, 1861; nor, indeed, have any subsequent changes of moment, in the customs or other trade regulations of this country, taken place up to the present time; but a new tariff of import duties is, it seems, to be issued, so as to come into operation from the commencement of the year 1863. This new tariff will, it is understood, somewhat raise the rates of duty on imports generally, though, with respect to wines, spirits, and beer, the new import duties are, it appears to be, lower, as well as better apportioned and equalized, than the present rates.

Produce and goods of every description continue to be free of duties on exportation, and will, it is said, so remain under the new tariff above alluded to. All differential duties on goods were abolished at Tahiti in 1859, and still remain so.

*Charges on Shipping.*—Neither tonnage, nor any other port dues on shipping, have been levied here since January, 1861. The rates for the pilotage of merchant vessels (now the only subsisting charge upon shipping) are still the same as specified in the writer's Report on the trade of Tahiti for the year 1856, but some change in the old pilotage dues is in contemplation.

*Local Taxes and Revenue.*—The following Table, prepared from a published return, gives the amount of the local revenue collected in each of the two years 1860 and 1861, together with its sources, and consequently shows the general nature of the taxes levied at Tahiti.

| Nature of Receipts. | Amounts collected. | |
|---|---|---|
| | 1860. | 1861. |
| | £ | £ |
| Road Tax. (This personal impost amounted to 20 francs, or 16*s.* per annum for each French or foreign resident) | 201 | 294 |
| Licences for Trades and Professions (the 1st class licence for a merchant being at the rate of 600 francs, or 24*l.* per annum) | 1,365 | 1,602 |
| Customs Duties | 2,904 | 3,409 |
| Fees of Court and Judicial charges, &c. | 278 | 344 |
| Receipts for Marine slip and Heaving-down Quays | 200 | 118 |
| Rent of Lands belonging to the Local Government | 7 | 10 |
| Receipts of the Government Printing-office | 76 | 50 |
| Permits, Passports, Letters of Residence | 45 | 44 |
| Police Arrests and Impoundings | 272 | 158 |
| Registration Duties | 131 | 221 |
| Share of certain Native Revenue (Fines, &c.) belonging to the French Local Treasury | 216 | 266 |
| Proceeds of sale of Government Cattle | 284 | 98 |
| Various Receipts, Sales and Cessions | 391 | 990 |
| Casual Receipts | .. | 224 |
| Post Office Receipts | .. | 60 |
| Withdrawn from the Reserve Fund | 1,376 | 800 |
| | 7,746 | 8,688 |
| Metropolitan (Paris) Subvention | 12,000 | 12,000 |
| Total £ | 19,746 | £20,688 |

In reference to the above return, the following remarks may not, perhaps, be found uninteresting.

The road tax was, from the commencement of the year 1862, substituted by the tax termed "contribution personnelle," which came into operation at the same rate as the previous road tax; but, superadded thereto, another direct tax, the "contribution mobilière," was at the same time established, at the rate of two per cent. per annum upon the amount of yearly rent which the personal habitation of each French or foreign resident might be officially assessed to be worth. Agricultural labourers (not being Tahitians), under contract for one year at the least, are exempted from both these taxes. There are some further exemptions to the "contribution personnelle et mobilière,' but they do not affect commercial or general interests.

Natives of Tahiti and its dependencies are subject to a distinct system of direct taxation, chiefly paid by them in the form of personal labour, as will be more fully explained in adverting, in a subsequent paragraph, to the employment of the people of this country. That part of their personal taxation which is paid by the natives in money, goes to a native fund, and not, like the receipts in the foregoing Table, to the French local treasury.

The subsidy now allowed by the French home government, towards defraying the local outlay of the protectorate government of Tahiti, will be seen by the Table of receipts just given, to be 12,000*l.*, say 300,000 francs per annum. In former years the subvention from Paris was much greater, and the local taxation much less than at present. The allowance in question was, and still is, applied so as to provide, amongst other items, for the salary of 1,000*l.* a-year allowed to Queen Pomare, as also for numerous smaller stipends that are paid by the protectorate government to the chiefs of districts and other native functionaries; it does not, however, go towards the pay or maintenance either of the naval or military forces of France stationed at this island, the latter now consisting, it may be stated, of a garrison of about 350 soldiers, and the former ordinarily composed of a steamer and two or three small transports. The whole cost of both these establishments, including expenses attending fortifications, barracks, &c., as also the salary of the French commandant and commissioner, and the salaries of an ample staff of French administrative officers, an expenditure amounting in all, it is understood, to not less than a million of francs (40,000*l.*) a-year—is defrayed by the imperial treasury of France separately, and over and above the annual subvention above mentioned of 12,000*l.*

No returns have been published of the local expenditure during 1860 and 1861, or other past years, but an estimate of those disbursements for the current year, 1862, having lately appeared in print, an abstract thereof is subjoined, for the purpose of showing the nature and extent of the expenditure apportioned to the protectorate government of Tahiti, as purely local expenses.

## Estimate of Local Disbursements for the Year 1862.

| Nature of Disbursements. | Native Service. | Local Service. |
|---|---|---|
| | £ | £ |
| Salaries to Queen, Regent, and Chief | 2,053 | .. |
| Worship | 437 | .. |
| Justice | 664 | .. |
| Pensions | 86 | .. |
| Native Police | 360 | .. |
| Mounted Escort | 280 | .. |
| Interpreters | 336 | .. |
| Allowances to Officers attached to Native Service | 188 | .. |
| Department of European Affairs | .. | 293 |
| Financial Service | .. | 728 |
| Bridges and Causeways | .. | 328 |
| French Police | .. | 182 |
| Tribunals (French) | .. | 216 |
| Port | .. | 132 |
| Public Instruction | .. | 1,312 |
| Printing-office | .. | 438 |
| Prison, Dispensary, and Penitentiary | 136 | 72 |
| Various Agents | .. | 526 |
| Extraordinary Expenses | .. | 240 |
| Accessory Expenses | 180 | 200 |
| | 4,720 | 4,667 |
| Less the presumed amount of deductions for Hospital, &c. | 105 | 104 |
| | 4,615 | 4,563 |
| Hospital treatment (of local employés, prisoners, indigent persons, and natives) | 202 | 397 |
| Rations (of local employés, prisoners, and natives) | 192 | 381 |
| Public Works and Buildings (Civil) | 132 | 4,140 |
| Funds expended under direct orders from the Imperial Commissioner, for presents, and other purposes connected with the Native Service | 480 | .. |
| Supplies for Penitentiary and Dispensary | 40 | .. |
| Subscription to Newspapers and Periodicals | .. | 40 |
| Lighting Town and Public Buildings | .. | 140 |
| Purchase of Real Property | .. | 1,320 |
| Repairs of Prison | .. | 60 |
| Keeping Burial-ground in order | .. | 20 |
| Subvention to the Catholic Mission (towards the building of a new church at Papeete, &c.) | .. | 488 |
| Scholarships in the Schools of the Sisters of St. Joseph | 110 | 110 |
| Scholarships in Colleges in France | 80 | .. |
| Books, Stationery, and Prizes for the School of the Brothers of Ploërmel | .. | 120 |
| Quarters of Gendarmerie | .. | 20 |
| Celebration of Public Festivals | .. | 240 |
| Contributions for the Exhibition of Paris, and Expenses of Committee of Agriculture | .. | 60 |
| Expenditure of Post-office, and Conveyance of Mails | .. | 980 |
| Collection of Taxes, Abatements, &c. | .. | 480 |
| Expenses of Civil Procedure, share of Fines due to Captors | .. | 120 |
| Expenses of Depôt and custody of Gunpowder, &c. | .. | 12 |
| Bounties and Encouragement to Agriculture | .. | 660 |
| Expenses of Government Cattle, Pens, &c. | .. | 440 |
| Repairs of Clock, 25*l.*; Preservation of Archives, 32*l.* | .. | 57 |
| Propogation of Vaccine Matter | .. | 24 |
| Extraordinary Expenses for Marquessa Islands | .. | 280 |
| Unforeseen Expenses | .. | 197 |
| Totals £ | 5,851 | £15,349 |
| General total of estimated local Disbursements in 1862 | £21,200 | |

Estimated Receipts in 1862, viz.:—

| | | |
|---|---|---|
| Local Revenue | £9,200 | |
| Subvention from Paris | 12,000 | |
| | | £21,200 |

The several items in the two latter Tables (of estimates and revenue) have, as in other cases of conversion, been reduced from francs into English money, at the ruling rate of exchange of twenty-five francs to the pound sterling.

A few explanatory remarks would seem to be called for by the following items in the Table last given, of estimates for local disbursements.

1st, The item of 437*l.*, for "worship," is for salaries of the ministers (all natives, but one) of the Tahitian Protestant church, exclusively. The salaries of Catholic ministers are otherwise provided for by an allowance, amounting to 12,000 francs, or 480*l.*, which is annually made by the French home government, at the charge of the imperial treasury in Paris, for the salaries of a French Catholic curate and his vicar at Papeete, and for salaries to three of the French Catholic missionaries stationed in the island of Tahiti and its dependencies. By the preceding Table it has moreover been seen that a subvention from the local treasury is granted towards the erection of a new cathedral church, which has been commenced by the Catholic mission at Papeete. This latter allowance is to be continued, annually, for seven years longer, and it will, together with some minor allowances for lodging, &c., that are besides made to the Catholic mission, constitute a local contribution in aid of that establishment amounting to nearly 800*l.* a-year, in addition to the before-mentioned sum of 480*l.* a-year paid by the metropolitan treasury for salaries to the Catholic clergy at Tahiti.

2nd, The sum of 1,312*l.*, set apart in the estimates for public instruction in 1862, comprehends the salaries of the Brothers of Ploërmel, and Sisters of St. Joseph, who are respectively employed to teach in the two public primary schools founded at Papeete for the instruction of children of both sexes. There are now six brothers to conduct the boys' school, and eight sisters to conduct the girls' school. The boys' school has at present as many as 165 pupils, of whom 154 are natives, and the girls' school has 141 pupils, of whom 120 are natives. No charge is made by either school for tuition. In the Sisters' school boarders are received, and on moderate terms. The local government pays the whole charge of six, and half the charge of four more boarders, in the girls' school, and has, of course, the gift of such scholarships. The French language is not alone taught, but all the teaching in both schools is in that language, the which the French authorities are, naturally enough, endeavouring to diffuse as much as possible amongst the rising generation of the Tahitians. A reinforcement of teachers (both brothers and sisters) is next year expected to arrive from France. Their schools are, it is almost superfluous to say, Catholic, and that religion is taught therein to those children whose parents wish it; but Protestant children are not required to attend Mass. Besides these two public schools at Papeete, each of the other districts of the island has its school for native children, whom, it may be added, the parents are by the native laws bound to send to school; the district schools are, however, conducted by native teachers, whose salaries are paid out of the separate native fund before alluded to.

3rd, The estimate of 980*l.* for expenses of the post-office, and conveyance of mails in 1862, has, it is said, been little more than half sufficient to cover the expenses actually incurred in the year, since no less than three out of the five government vessels that were counted on for performing the major part of the mail service, were unfortunately lost not long after the preparation of the estimates, and in consequence of such loss it became necessary to subsidize more merchant vessels than was at first contemplated.

The postal service referred to came into operation about the middle of the year 1861, and has since been continued with regularity. Its object is the monthly exchange of mails between this island and the west coast of South America. For this purpose a vessel is dispatched from hence about the 1st of every month, for Valparaiso, where the mails for Europe are posted for transmission by the British steam-packets, *viâ* Panama. The monthly vessels, on their return voyage hither, call at Payta, from whence they sail, direct for Tahiti, immediately after the arrival, on the 15th of each month, of the British steam-packet from Panama, so as to bring on the mails for this place received at Payta by such steamer, as also the mail received by the previous steamer, a fortnight before. The average length of the passage from this port to Valparaiso may be computed at forty days, while the passage from Payta to Tahiti occupies in general only from twenty-five to twenty-eight days; thus, a letter transmitted from Southampton by the West India Mail of the 17th of the month, may be expected to reach Tahiti (*viâ* Payta) within sixty days; but correspondence *from* Tahiti, *viâ* Valparaiso, will not be likely to reach Southampton under ninety days at the least, the difference being due to the obstacle offered by the prevailing easterly winds to the passage of ships from hence to the coast of America. Some of the voyages in question are, as above stated, made by the French government vessels forming the local squadron or naval establishment; the rest are performed by small merchant vessels, to each of which the protectorate government pays a stipulated subsidy, the which aids them in effecting a trading voyage to Valparaiso, and also compensates them for extending such voyage by calling in at Payta on their way back to this place. Postage on correspondence, &c., first commenced to be levied at Tahiti in March, 1861, which will explain the absence of all receipts under the head of postage in the year 1860, as exhibited in the return which has been given of the local revenue collected in each of those two years.

There is another item in the last-mentioned return, respecting which some further elucidation may be desirable, namely, the

*Receipts for Passports and Permits of Residence.*—The local regulations in force on this point require the following rules to be observed upon the arrival at, and the departure from Tahiti, either of Frenchmen or foreigners.

No person, other than a Tahitian, may take up his abode in the protectorate States without first obtaining from the French authorities at Papeete a permit of residence, which document is delivered gratis, and cannot be refused without grave cause. Consequently, every Frenchman or foreigner is required, under penalty of from 50 to 100 francs, to present himself to such local authority, within forty-eight hours after his arrival.

Captains of vessels are liable to the same penalty for each of their passengers, including Tahitians, whom they may fail, within twenty-four hours of their arrival, to report by name at the harbour office. And any person lodging or employing either a Frenchman or a foreigner not furnished with a permit of residence, is also liable to a penalty of from 50 to 100 francs.

No French or foreign resident may quit the country without a foreign passport from the French authorities at Papeete, excepting those who may have been residents for less than three months, in which latter case they can leave after simply obtaining the *visa* of those authorities upon their permits of residence. Such *visa* is given without charge, but a passport costs 10 francs. Every infringement of these regulations exposes the resident guilty thereof to a penalty of from 50 to 100 francs; and every captain is liable to a similar penalty should he receive on board his vessel any resident not in possession of the before-said passport or *visa*, or

any Tahitian not provided with a permit issued from the office of native affairs.

The above regulations apply to all seamen remaining here, as well as to all passengers, and affect equally the ships of all countries arriving at, or departing from, this place.

All seamen coming ashore on leave, have, as a general rule, to return on board their ships by evening gun-fire (at 10 p.m.). The arrest of deserters, stragglers, or insubordinate seamen, must be applied for through the commissary of maritime inscription, by the consul, or if there be no consul, by the captain of the ship. The reward for the apprehension of a deserter is fixed at 25 francs; for a straggler, at from 2 to 6 francs, according to the distance of the spot where he may be taken; and for the arrest of an insubordinate seaman on board his ship, the charge is 10 francs. The foregoing rates are alike applicable to the vessels of all nations, without exception.

The charge established for the treatment either of a French or a foreign sailor, in the military hospital at Papeete, is 7 francs and 3 centimes, or nearly 6*s.* per day.

The average rate of wages for an able seaman engaged in this port, may be stated to be 3*l.* per month.

The wages of a shipwright, as well as those of mechanics in general, are on an average about 12*s.* a-day.

Captains and supercargoes are still bound to procure a licence ("patente") of the 1st class, before they can themselves sell goods. Such a licence would cost them 600 francs, or 24*l.*, as it is now necessary that it should be taken out for a whole year.

Importers selling through a resident commission merchant have, however, no need themselves to procure a licence, that possessed by the merchant being sufficient. Sales of merchandise, out of ships, are usually effected for cash; if in stock, generally at three months' credit.

| | |
|---|---|
| The customary commission on the sale of merchandise is | 5 per cent. |
| The commission of licensed actioneers on sales by public auction is | 5 „ |
| The commission on ships' disbursements or outfits, under advance, is usually | 5 „ |
| On freight and passage procured for vessels | 5 „ |
| For storage of goods, 1 per cent., or 2*s.* per ton per month. | |
| For managing estates (on the amount received) | 5 „ |

The customary fees of surveyors, for surveys under Consular warrant, are as follows:—

| | $ cts. | £ *s.* *d.* |
|---|---|---|
| For surveying a ship (each surveyor) a doubloon, say | 16 80 or | 3 7 2 |
| For surveying the stowage or hatches of a ship (each surveyor) | 8 00 | 1 12 1 |
| For surveying damaged goods, not exceeding ten packages (each surveyor) | 5 00 | 1 0 0 |
| For every additional ten damaged packages (each surveyor) | 5 00 | 1 0 0 |
| The current rate of interest on money is | 1 per cent. per month. | |

*Average Passages to and from Tahiti.*—It has been seen that a regular monthly (postal) communication has been established between Tahiti and Valparaiso, and Payta and Tahiti, and that the average length of the passages, by sailing vessels, are as follows, namely, from hence to Valparaiso, about forty days; from Payta to this port, about twenty-eight days.

No other periodical intercourse with this island as yet exists, but small vessels ply with some frequency between Papeete and San Fran-

cisco, California, particularly during the season (from January to July) of the annual orange trade with that port. The communications between Tahiti and Australia have of late years been rather rare, as well as uncertain. Such, even to a greater degree, is also the state of our intercourse with the Sandwich Islands. From France, two merchant vessels freighted with government stores may be expected to arrive here in each year. The direct communication with England is still more rare.

The average length of the several passages last above alluded to, may be thus given, for sailing vessels, viz.:—

| | | Days. |
|---|---|---|
| From England or France to Tahiti, direct | about | 125 |
| Tahiti to England or France, direct | „ | 100 |
| Sydney to Tahiti | „ | 35 |
| Tahiti to Sydney | „ | 35 |
| The Sandwich Islands to Tahiti | „ | 25 |
| Tahiti to the Sandwich Islands | „ | 25 |
| San Francisco, California, to Tahiti | „ | 30 |
| Tahiti to San Francisco | „ | 40 |

## Agriculture.

Before proceeding to explain the present situation of this island in regard to agriculture and agricultural produce, it may be well to submit a general description of the natural advantages of the country itself, with a view to the just estimation of its capabilities.

*General Description of the Country.*—Tahiti, including its encircling coral reef, extends lengthwise about forty miles, from north-west to south-east. The island consists of two lofty peninsulas, joined by an isthmus a mile and a half broad, but seventy feet only above the level of the sea. The north-west, and larger peninsula, is almost circular in shape, and about seventy-three miles in circumference; the south-east and smaller one is oval in form, and about forty-four miles in circuit.

The centre of both peninsulas is occupied by high mountains, from which numberless ridges, ravines, valleys, and streams, descend on all sides towards the sea-shores. Some of the declivities terminate in bluff head-lands, whose bases are washed by the ocean, but more commonly the slopes abut upon a strip of low alluvial ground, a border or band of which skirts the greater portion of the island, mostly of small breadth, though, occasionally, expanding into flats over a mile wide.

The superficial areas of the two peninsulas of which Tahiti is thus formed, amount, together, to as much as 402 square miles, yet a small proportion only of their mountainous and rugged surface seems to be available for the purposes of cultivation. On the low lands, and in the valleys, the vegetation is, it is true, ordinarily luxuriant, but on the slopes and ridges, and even upon the few table-lands that are to be met with, the soil appears for the most part to be poor, thin, and arid, so much so, that the vegetation found thereon consists in many instances merely of ferns and stunted bushes, and indeed, upon some of the slopes and ridges, large bare patches of reddish earth are of frequent occurrence. On the other hand, the numerous mountain glens and dells abound with rich vegetation, furnishing forage for cattle, and largely contributing, besides, to that spontaneous growth of vegetables and fruits which the island so liberally affords, and upon which the native inhabitants in a great measure depend for subsistence.

The flats and strip before described as lying at the base of the mountains, although not commonly very wide, and in many places marshy, present, together with the broader valleys, and some of the undulating grounds, extensive tracts of land, well adapted, from the

nature of the soil, as well as from the climate of the country, to the growth of sugar-cane, coffee, cotton, indigo, tobacco, vanilla, cacao, &c.

The wet season commences in November or December, and continues until April or May; within this period the rains are frequent and heavy, and often accompanied with thunder and lightning.

From June till October—the period termed the dry season—rain is comparatively scarce, and the weather for the most part clear.

The hottest months are January, February, March, and April; the coolest, June, July, August, and September.

The mean temperature, as before observed, is about 76° of Fahrenheit, and the climate, for a tropical one, healthy.

Though the entire coast-line of Tahiti is not quite 120 miles in extent, it nevertheless possesses eleven principal and good harbours, and ten smaller and inferior ones. These harbours are accessible through openings in the encircling barrier reef, between which and the shores of the island lies a smooth lagoon, forming, as it were, a natural canal in contact with a large proportion of the lands best suited for cultivation.

The picturesque island of Moorea, or Eimeo, to the westward of Tahiti, and a dependency thereof, is separated from the latter island by a strait ten miles only across. Moorea is in shape triangular, is some thirty miles in circuit, and has an area of about fifty-one square miles. Like Tahiti, Moorea is surrounded by a coral reef, and possesses good harbours. It, in like manner, is mountainous, and has its valleys, its undulating grounds, and also its alluvial flats, and strip of land bordering the shores; its climate, soil, and vegetation, are similar to those of Tahiti.

*Cultivation and Produce.*—The sugar-cane, cotton, and coffee, grown in this country, are certainly of very superior quality, but unfortunately the quantities produced are as yet insignificant—perhaps, in all, not more than twenty tons of sugar, four or five tons of coffee, and a few hundred pounds of cotton, in a year, to which may be added a few pounds of vanilla. In addition to the foregoing, a little maize and tobacco are cultivated, as likewise garden fruits and vegetables; also yams, taro, pumpkins, melons, plantains, and sweet potatoes. Aided by high premiums from government, a few thousand cocoa-nuts have recently been planted near Papeete, and two new but small coffee plantations have been set on foot at Tahiti, and a third one at Moorea, the three together not exceeding twelve or fourteen acres of land.

The above sketch gives, it is believed, a fair view of the state of cultivation in this country, such as it at present is, and such, moreover, as it seems likely to continue, until capital and labour, as yet so deficient, be found to develop the still dormant agricultural resources of the island.

Bread-fruit, the mapé (a sort of chestnut used as food by the natives), wild yams, mountain-plantains, and arrow-root, grow spontaneously. Cocoa-nuts, oranges, and limes, thrive in abundance without culture. The guava-bush has overrun the country on all sides, from the sea-shores, far up the mountains and valleys, forming a thick, tenacious underwood, and consequently a serious impediment in clearing land for cultivation; the guava is nevertheless of use for firewood, and its fruit, with which twice a-year the ground is strewed, affords good and abundant provender to roaming cattle and pigs.

Oxen and hogs are reared, or rather left to rear themselves, in those districts where they are still permitted to forage at large. In the districts in which such privilege has been abolished, no hogs or oxen are any longer bred.

Horses are tolerably numerous, but the breed is both small and inferior.

It has been shown that, with the exception of some trifling quantities of maize, no corn or grain is grown in this country. Flour is chiefly obtained from Valparaiso and from San Francisco, as is likewise barley. Beans are mostly brought from the former, and potatoes from the latter of those ports. The prices have already been given in the general account of market-prices. Flour, on an average, will not keep good for more than from six to eight months after its arrival here.

*Population.*—The native population of the dependencies of Tahiti (other than Moorea) has been approximately stated as numbering about 5,000; that of Moorea is officially given as being now about 1,200; and that of Tahiti itself, about 7,600; showing a total native Tahitian population, in 1862, of about 13,800.

In the years 1853–1854, the measles raged here as an epidemic, and diminished, by about 800, the native inhabitants of Tahiti and Moorea. Since 1855, the population has been progressively recovering that severe loss, and is now not far short of its number, as ascertained by the census taken by the French authorities in 1848, which census differed but little from the preceding one taken by the missionaries in 1830, though both were, it may be added, rather above the number estimated by the missionaries in 1802; it may therefore be assumed, that although fluctuations, arising from epidemics, &c., may, and in fact are known to have taken place from time to time, within the last sixty years, in the number of the native population of Tahiti and Moorea, it has not upon the whole diminished, but on the contrary, would seem to be fully as numerous at this day as at the beginning of the present century.

The number of the foreign residents (exclusive of the French garrison, as well as of South Sea Islanders not Tahitian subjects) who are now living on Tahiti and its dependencies, is about 600 men, women, and children, say, French, 300; English, 150; Americans, Germans, Spanish, Portuguese, &c., 150; making a total, in 1862, of 600. In 1848 such foreign residents numbered about 500.

The number of Pacific Islanders (not subjects of Tahiti) usually residing in this country, may be estimated at about 500.

## Industries.

The industries that have heretofore been called into existence at this island, are those simple ones only which might be expected to have arisen from the limited shipping and commercial operations, the incipient agricultural undertakings, and in short from the general circumstances already pointed out, of a country as yet so unproductive as Tahiti. There are, as will be supposed, no factories; neither are there any mines.

*Employment of the People.*—The native population is too thin to furnish many labourers for hire, nor indeed could Tahitians be much depended upon for undertakings calling for continued application on their part. Nature has been so bountiful in providing them with food, and their own wants in general are still so simple, that they can live, so to say, almost without working, or, at all events, can supply their wants with very little work. Besides, it must be observed, that a considerable part of the time of the Tahitians is taken up by compulsory labour, which they, as of old, under the feudal rule of their chiefs, are still required to perform, by order of government, however, at the present day.

In the first place, every adult Tahitian is liable to a fixed personal tax, which, from the 1st of January, 1863, will amount to ten francs per annum payable in money, and ten francs more, payable either in money or in the form of personal labour. But in addition to the foregoing fixed tax, the Tahitian (excepting only the chiefs, judges, chief constables, and

ministers) is liable to an indefinite amount of compulsory work, in constructing and repairing district churches, council halls, chiefs' houses, school houses, bridges, roads, &c., or in clearing and planting chieftainry lands, or, in short, any labour which the government (*i. e.*, the queen and the French commissioner) may think proper to deem public work, and order to be performed as such by the natives.

The only limitations in this respect seem to be, that as a general rule public work is not to be exacted either on Fridays, Saturdays, or Sundays; and that any of the people may, unless when otherwise specially determined, exonerate themselves from actual personal labour, by paying the value of their share of the work called for, at the rate of one franc per day for each person desiring to be so exempted.

For several weeks past the natives of Tahiti and Moorea have in this way been required to furnish as much as four days' labour per week, or the equivalent in money, towards the construction of new dwellings for the inhabitants of each district, according to a prescribed plan, and arranged, as villages, in places marked out by order of government. This work is not likely to be completed for some time to come, and it will, of course, be succeeded by some other public task, as those in authority may in their discretion deem expedient.

It will readily be conceived, that, under such circumstances, it would be hopeless to expect that any plantation could be supplied with adequate labour from the Tahitian population. Foreign labour can, in fact, alone be looked to for the cultivation of this country; and it has been seen that foreign agricultural labourers are exempted from direct personal taxation, if under contract for not less than a year.

### Public Works.

The roads in and about the town of Papeete are generally good; besides which, a road, in most places tolerably good, runs, near the seaside, all round the island, excepting at the south-eastern extremity of the smaller peninsula, where the very rugged character of the country has prevented its continuation.

There are no railways, no canals, and no telegraphs; neither are there any bridges that seem to merit special description.

Amongst the public works most worthy of note, are the heaving-down quays, and the marine slip before described. The local government has also constructed at Papeete some good stone-and-mortar storehouses and workshops, in one of which latter is a small steam saw-mill. There is, moreover, at this place, a large hall for the native Legislative Assembly, built of coral stone; and a new palace, of brick and stone, is in the course of erection for Queen Pomare.

Papeete, Tahiti, November 30, 1862.

# HANSE TOWNS.

## BREMEN.

*Report by Mr. Consul Ward on the Trade of Bremerhaven and Geestemünde for the year* 1862.

The trade at Bremerhaven continues generally improving, and shows a steady increase, since the railway from the interior of Germany has been completed and extended to the new and extensive dock at Bremerhaven and Geestemünde, which have been completed during this year to a great extent, so that they may contain 350 or 400 large vessels.

The expenses of the railway from Bremen to Bremerhaven amount to nearly five millions, and those of the new docks at this place and Geestemünde amount to more than eight millions of dollars. These two ports are situated near the banks of the River Weser and the mouth of the Geeste, have a depth of about 22 feet of water, and ships of such a draft of water can with safety reach our docks, even in the midst of winter, while other ports and rivers of the north sea are closed by ice.

Since the railway has been completed a large quantity of German coals has arrived, and been shipped to the West Indies and other ports, and the steamers receive their supply of these coals. The quantity arrived, during the time the railway was opened, about nine months, is nearly 18,000 tons. The price of those coals is no higher than the price of coals from England.

The docks at Bremerhaven and Geestemünde are chiefly unloading places for Bremen, and until now the government of Bremen has made it it's policy to keep down the trade at these ports ; but since the docks at Geestermünde are opened, and the railway completed, the Bremen government have been compelled to alter the custom laws.

The duty of $\frac{2}{3}$ per cent. on goods inwards, and $\frac{1}{3}$ per cent. outward, has been withdrawn, and a duty on sales of goods of $\frac{5}{12}$ per cent. on first, and $\frac{1}{6}$ per cent. on second sale issued.

Besides the docks there are four extensive dry docks, and the ship-building is considerable, during last year 27 vessels, of about 12,000 tons, were built on the Weser for Bremen account.

The chief import of articles and quantities imported during last year ending on the 31st December, may be computed as follows :—

*Cotton and Cotton Wares.*—About 100,000 pounds, chiefly British, partly direct, and from Hamburg and Bremen.

*Ploved and Common Salt.*—About 200 tons, direct from England and Spain.

*Coals and Cinders.* — About 25,000 tons, 7,000 tons direct from England, 18,000 from the interior of Germany.

*Bar and Hoop-iron, Iron Wares of every description, and Machinery, &c.*—600 tons, chiefly British, exact quantity not ascertainable.

*Coffee*—About 150,000 pounds from Bremen and Hamburg.

*Sugar and Molasses.*—About 150,000 pounds, from Bremen and Belgium.

*Rice.*—2,500,000 pounds, from the East Indies.

*Tobacco.*—20,000 pounds, from Bremen.

*Wine and Spirits.*—10,000 gallons, from Bremen and Holland.

*Deals and Planks*—A considerable quantity from Norway, the Baltic and Canada, but particulars not ascertainable.

The export articles have hitherto been very small, only a small quantity of corn has been shipped to England, particulars not ascertainable.

The docks of Bremerhaven and Geestemünde were visited this year by about 1,250 vessels, 69 of which were British, of the measurement of 17,795 tons.

The Greenland fishery, in which four vessels were employed, has not been successful, and this trade will not be extended.

Bremerhaven, January, 1863.

## CUXHAVEN.

*Report by Mr. Vice-Consul Dultz on the Tade of Cuxhaven for the year* 1862.

*Preface.*—With reference to the report of 1861, it is to be remarked, that the port of Cuxhaven (belonging to the little Hamburg territory of Ritzebüttel), is a complete free port, in the commercial sense of the word, without any customs, excises, harbour dues, &c., and no control kept over the unimportant exports and imports.

1. *Shipping and Navigation. British.*—4 British ships, with coals for this port; 11 British ships, partly with damages, to be repaired here, and parly detained by the interruption of the navigation to Hamburg by ice; and some steamers returning from sea, for supply of coals and provisions.

*Foreign.*—23 ships, with British coals for this port, and 1 with bones, shipped here, for Scotland. A number of vessels of sundry nations enter this port in the course of the year, for shelter against heavy gales of wind, or being detained, in winter, by the ice in the river.

*c. Coasting.*—A few small crafts, belonging to this port, and to some of the nearer Hanoverian and Holstein ports, are employed for the conveyance of the goods purchased at Hamburg and Bremen, such as woollens, cotton, linen, colonial goods, spirits, vegetables, &c.

*Ports and Harbours.*—The disbursements for the quays, &c., of the harbour, in 1862, amount to 7,770*l.*; the diggings in the harbour, by steam-engine, to 3,000*l.*; and the maintaining of the stone breakwaters along the shore, to 5,570*l.*

*Lighthouses, Lights.*—The same as in 1861.

*Ship-building, &c.*—No seagoing ships built in 1862.

2. *Trade and Commerce. Exports and Imports. British.*—One cargo, of 45 tons of bones, to Scotland, forms the whole export of 1862, The import of British coals is increasing, and consists of 2,970 tons. A quantity of 14,000 fire-bricks was also imported. No German coals consumed.

*Foreign.*—Some small quantities of rapeseed and corn exported to Hamburg, but particulars cannot be ascertained. Imports of manufactured goods, colonial goods, spirits, &c., from Hamburg and Bremen, not known.

*Domestic Trade.*—The same as in 1861.

*Market Price of Goods.*—A Return of the prices of the several kinds of Corn and Grain, Potatoes, &c., at the Port of Cuxhaven, during the year 1862:—

| Names and Qualities of Articles | In Foreign Money and per Foreign Measures. | | | In English Money, at the current rate of Exchange, and per English Measures. | | |
|---|---|---|---|---|---|---|
| | Measures | Lowest | Highest | Measures | Lowest | Highest |
| | Per | Crt. Mk. | Crt. Mk. | Per | *s.* *d.* | *s.* *d.* |
| Wheat, ordinary.... | Last | 285 | 465 | Imp. Qurt. | 31 5 | 51 3 |
| Rye „ .... | „ | 300 | 382·8 | „ | 33 1 | 42 2 |
| Rapeseed „ .... | „ | 495 | 615 | „ | 54 7 | 67 10 |
| Beans „ .... | „ | 270 | 315 | „ | 29 9 | 34 9 |
| Oats „ .... | „ | 80 | 180 | „ | 8 10 | 19 10 |
| Barley „ .... | „ | 180 | 240 | „ | 19 10 | 26 5 |
| Potatoes „ .... | Himten | 0·10 | 1·4 | Bushel | 1 2 | 2 3 |

*Tariff.*—None.

*Laws.*—This district is under the laws of Hamburg.

*Banks.*—None.

*Rate of Exchange.*—The average rate of exchange is as follows:

125 Marks Courant.... = 100 Marks Banco.
100 Marks Banco..... = £1 Sterling.

*English Equivalents of Weights, Measures, and Moneys.*—The same as Hamburg.

3. *Agriculture.*—The same as in 1861. The harvest in 1862 was good.

4. *Population and Industries.*—The whole district has about 6,000 inhabitants; the greater number of them are peasants, handicraftsmen, and common labourers. The inhabitants of Cuxhaven are chiefly pilots, watermen, &c.

*Public Works.*—The same as in 1861.

*General Remarks.*—A lifeboat station has been established here, by a private Company at Hamburg, and a second station will probably be established at Neuwerck. The boats of the Company are Francis' patent metal boats.

Cuxhaven, 1862.

## HAMBURG.

*Report by Mr. Consul-General Ward on the Trade of Hamburg for the year* 1861.

The commerce of Hamburg, as the leading seaport of Germany, felt of course the effects of the disturbing causes arising out of the civil war in America, which so materially interrupted the general course of the trade of Europe in the year 1861. There was a great diminution of the exports of German manufactures to the United States, and a corresponding decrease of the imports of American produce into Germany. The scarcity of cotton wool began also to operate unfavourably in the German manufacturing districts. On the other hand, the harvest of 1861 was abundant throughout Germany. Very large quantities of corn were exported from Hamburg and the Baltic ports to Great Britain, France, and other countries, and the stocks in warehouse at the close of the year were, nevertheless, considerable. The reduction of the rates of freight on most of the railways, and the alterations in the French corn-law, whereby fixed duties were substituted for the sliding scale, were circumstances which could not but tend to the expansion and security of the German corn trade, a trade still of great importance, although its character has so much changed since the abolition of the English corn restrictions and the consequent opening of the English ports to grain and flour coming from America, and all parts of the world. Corn was, in fact, the only article in which any brisk speculation prevailed at Hamburg in 1861. In general, the business transacted was, as in 1860, rather for the supply of commodities in actual demand than of a merely adventurous description; and the comparative plenty of money and low rate of interest prevailing, were signs that over-trading was not the order of the day, and that the Hamburg merchants had not forgotten the severe lesson they had received from the crisis of the year 1857.

It will be observed in the sequel, that the quantities of goods which reached Hamburg in 1861 exceeded the average of the previous five years, and that the value of those goods was greater than in any year since the years of speculation. It will also be seen, that the number of sea-going ships which entered the port in 1861 was larger than that in any year on record. Such facts are not, indeed, conclusive proofs of commercial prosperity; and it cannot be disguised that the complaints of stagnation of business were, in some branches, as rife on the Hamburg Exchange in 1861 as they had been in the two preceding years. There can, however, be no doubt that, in many branches, large sales were realized; and, considering the political situation in Europe and America, it is pretty evident that the mercantile body of Hamburg, as a whole, had good reason for satisfaction with the results of the year under review. It will likewise appear, that the large share so long held by Great Britain in the commerce of the Elbe has, during the same period, fully maintained itself.

Passing to special details, the subject of this report (which is

chiefly based upon the official tables*) will be classified under the following heads, viz.:—

I. Shipping and Navigation.
II. Trade and Commerce.
III. Agriculture.
IV. Population and Industrie.
V. Public Works.
VI. General Remarks.

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I. *Shipping and Navigation.*

The number of sea-going ships which arrived in the port of Hamburg, from all parts of the world, in the year 1861, was 5,219, and their total burthen 441,075 commercial lasts.† This is probably the largest number of ships that ever arrived at Hamburg in any one year, as appears by a comparison of it with the number of arrivals in each of the eleven previous years, which was—

| Year | Ships arrived | Burthen in commercial lasts |
|---|---|---|
| 1850..... | 4,094 | 243,532 |
| 1851..... | 4,169 | 248,179 |
| 1852..... | 4,440 | 280,565 |
| 1853..... | 4,174 | 247,831 |
| 1854..... | 4,896 | 301,368 |
| 1855..... | 4,593 | 309,002 |
| 1856..... | 5,201 | 390,908 |
| 1857..... | 5,067 | 416,833 |
| 1858..... | 4,364 | 368,220 |
| 1859..... | 4,554 | 377,023 |
| 1860..... | 5,029 | 420,513 |
| 1861..... | 5,219 | 441,075 |

The number of sea-going ships which sailed from the port in the year 1861 was likewise the largest number on record, viz., 5,184, with a total burthen of 437,167 commercial lasts. In the eleven previous years the number of departures was—

| Year | Ships sailed | Burthen in commercial lasts |
|---|---|---|
| 1850..... | 4,114 | 243,062 |
| 1851..... | 4,129 | 247,712 |
| 1852..... | 4,480 | 281,728 |
| 1853..... | 4,251 | 252,941 |
| 1854..... | 4,879 | 296,938 |
| 1855..... | 4,562 | 309,984 |
| 1856..... | 5,175 | 387,308 |
| 1857..... | 5,033 | 410,614 |
| 1858..... | 4,377 | 369,512 |
| 1859..... | 4,594 | 380,910 |
| 1860..... | 5,045 | 423,487 |
| 1861..... | 5,184 | 437,167 |

Of the ships which arrived and sailed respectively in the year 1861, further particulars will be found in the subjoined tables:—

* "Hamburg's Handel und Schifffahrt, 1861," published by authority of the Hamburg Board of Commerce.

† One commercial last of 6,000 lbs. = 3 tons burthen English.

## A.—Ships Inwards.

| From whence | Number laden | Number in ballast | Total Number |
|---|---|---|---|
| China and East Indies | 40 | .. | 40 |
| Africa | 13 | .. | 13 |
| America, South and West Coast of North | 179 | .. | 179 |
| West Indies | 130 | .. | 130 |
| United States and East Coast of Mexico | 78 | .. | 78 |
| Great Britain, not colliers | 936 | 33 | 969 |
| Ditto, colliers | 1,429 | .. | 1,429 |
| Other countries of Europe and Mediterranean | 1,620 | 761 | 2,381 |
| Total number of ships | 4,425 | 794 | 5,219 |
| Their burthen in commercial lasts | 397,338 | 43,737 | 441,075 |
| Number of men composing their crews | 46,509 | 5,371 | 51,880 |

According to their nationality, the number of ships inwards was thus distributed—

| Nationality of Flag | Ships laden | Ships in Ballast | Total Ships |
|---|---|---|---|
| Great Britain | 1,838 | 91 | 1,929 |
| Hanover | 799 | 247 | 1,046 |
| Hamburg | 651 | 173 | 824 |
| Denmark | 374 | 126 | 500 |
| Netherlands | 280 | 88 | 368 |
| France | 96 | 4 | 100 |
| Other States | 387 | 65 | 452 |
| Total number | 4,425 | 794 | 5,219 |

The burthen of the ships inwards, in commercial lasts, was—

| Nationality of Flag | Ships laden | Ships in Ballast | Total Burthen |
|---|---|---|---|
| Great Britain | 218,212 | 6,443 | 224,655 |
| Hanover | 14,383 | 5,663 | 20,016 |
| Hamburg | 85,346 | 18,797 | 104,143 |
| Denmark | 12,554 | 6,047 | 18,601 |
| Netherlands | 15,688 | 2,769 | 18,457 |
| France | 11,067 | 148 | 11,215 |
| Other States | 40,088 | 13,900 | 43,988 |
| Total commercial lasts | 397,338 | 43,737 | 441,075 |

The number of men composing the crews of the ships inwards was—

| Nationality of Flag | Ships laden | Ships in Ballast | Total Crews |
|---|---|---|---|
| Great Britain | 24,549 | 802 | 25,351 |
| Hanover | 2,288 | 859 | 3,147 |
| Hamburg | 9,833 | 2,093 | 11,926 |
| Denmark | 1,759 | 754 | 2,513 |
| Netherlands | 1,999 | 386 | 2,385 |
| France | 1,481 | 21 | 1,502 |
| Other States | 4,600 | 456 | 5,056 |
| Total number of men | 46,509 | 5,371 | 51,880 |

B.—Ships Outwards.

| To what Countries | Number laden | Number in Ballast | Total Number |
|---|---|---|---|
| Australia and Pacific | 17 | .. | 17 |
| China, East Indies, Russian Asia | 40 | 3 | 43 |
| Africa | 17 | 2 | 19 |
| West Indies | 77 | 8 | 85 |
| North and South America | 296 | 10 | 306 |
| Great Britain | 1,048 | 1,401 | 2,449 |
| Other European countries | 1,574 | 691 | 2,265 |
| Total number of ships | 3,069 | 2,115 | 5,184 |
| Their burthen in commercial lasts | 272,960 | 164,207 | 437,167 |
| Number of men composing their crews | 35,502 | 16,022 | 51,524 |

The nationality of the ships outwards was thus distributed—

| Nationality of Flag | Ships laden | Ships in Ballast | Total Ships |
|---|---|---|---|
| Great Britain | 818 | 1,101 | 1,919 |
| Hanover | 685 | 363 | 1,048 |
| Hamburg | 548 | 277 | 825 |
| Denmark | 298 | 187 | 485 |
| Netherlands | 314 | 46 | 360 |
| France | 89 | 9 | 98 |
| Other States | 317 | 132 | 449 |
| Total number | 3,069 | 2,115 | 5,184 |

The burthen of the ships outwards, in commercial lasts, was—

| Nationality of Flag | Ships laden | Ships in Ballast | Total Burthen |
|---|---|---|---|
| Great Britain | 118,836 | 103,807 | 222,643 |
| Hanover | 14,436 | 5,739 | 20,175 |
| Hamburg | 72,985 | 31,827 | 104,812 |
| Denmark | 12,931 | 5,002 | 17,933 |
| Netherlands | 16,603 | 1,566 | 18,169 |
| France | 10,524 | 512 | 11,036 |
| Other States | 26,645 | 15,754 | 42,399 |
| Total commercial lasts | 272,960 | 164,207 | 437,167 |

The number of men composing the crews of the ships outwards was—

| Nationality of Flag | Ships laden | Ships in Ballast | Total Crews |
|---|---|---|---|
| Great Britain | 24,549 | 802 | 25,351 |
| Hanover | 2,288 | 859 | 3,147 |
| Hamburg | 9,833 | 2,093 | 11,926 |
| Denmark | 1,759 | 754 | 2,513 |
| Netherlands | 1,999 | 386 | 2,385 |
| France | 1,481 | 21 | 1,502 |
| Other States | 4,600 | 456 | 5,056 |
| Total number of men | 46,509 | 5,371 | 51,880 |

Distinguishing the steamers from the sailing vessels, it appears that the number, tonnage, and crews of the sea-going steamers frequenting Hamburg, in the year 1861, was as follows:—

STEAMERS INWARDS.

| | Number | Burthen in commercial lasts | Number of Crews |
|---|---|---|---|
| Of all nations..... | 1,207 | 197,366 | 26,388 |
| Of which were British..... | 683 | 114,367 | 15,288 |

STEAMERS OUTWARDS.

| | Number | Burthen in commercial lasts | Number of Crews |
|---|---|---|---|
| Of all nations..... | 1,198 | 195,232 | 26,140 |
| Of which were British..... | 672 | 112,577 | 15,043 |

Looking to the proportion of the general trade which is carried on under the British flag, it appears that the number and burthen of the British ships which arrived at and sailed from Hamburg respectively, in each of the four years 1858 to 1861, was—

| A.—BRITISH SHIPS INWARDS. | | | B.—BRITISH SHIPS OUTWARDS. | | |
|---|---|---|---|---|---|
| Year | Ships arrived | Burthen in commercial lasts | Year | Ships sailed | Burthen in commercial lasts |
| 1858..... | 1,698 | 189,479 | 1858..... | 1,699 | 189,768 |
| 1859..... | 1,639 | 182,006 | 1859..... | 1,641 | 182,496 |
| 1860..... | 1,799 | 210,311 | 1860..... | 1,800 | 210,427 |
| 1861..... | 1,929 | 224,655 | 1861..... | 1,919 | 222,643 |

From which it is obvious that the British flag has fully participated in the gradual increase of the shipping and navigation of this great commercial mart. In fact, the ratio in which British ships have frequented the port of Hamburg on an average of the last four years, as compared with the entire shipping which frequented the port in the same years, has been—ships, 36 per cent., their burthen 50 per cent., and their crews 47 per cent. of the whole.

In order to form a complete view of the sea-going ships frequenting the Elbe, it will be necessary to add to the ships arrived at Hamburg, those which came to the neighbouring ports of Altona and Harburg. The sea-going ships for the year 1861 will then in the whole stand as follows:—

| Ports. | Number of Ships. | | Burthen in Corn lasts. * |
|---|---|---|---|
| Hamburg..... | 5,219 | ..... | 661,613 |
| Altona..... | 1,527 | ..... | 78,677 |
| Harburg..... | 1,169 | ..... | 76,298 |
| Total..... | 7,915 | ..... | 816,588 |

This statement is, of course, exclusive of the river boats arriving from the Upper Elbe on coasting voyages.

The number of sea-going ships belonging to the port of Hamburg

* One Corn last of 4,000 lbs., or 2-thirds of a commercial last = 2 tons burthen English.

amounted, at the close of the year 1861, to 461, and their burthen to 65,401 commercial lasts; comprising 19 steamers, 244 square-rigged ships, 197 brigs and schooners, and 33 sloops, galliots, &c. In the same year the number of sea-going ships registered at Altona was 50, and their burthen equal to 11,169 commercial lasts.

The river navigation above Hamburg appears to have increased during the past year, the number of river boats and timber floats which arrived at Hamburg and Altona from the Upper Elbe in 1861 having been 4,801, their crews 15,538 men, and the weight of the goods conveyed by them (including the timber) 6,235,007 centners. The number of such river boats and floats which ascended the Elbe from Hamburg and Altona in the same year was 4,689, their crews 17,305 men, and the weight of their cargoes 6,464,200 centners. The traffic between the different ports of the Elbe is regarded as a coasting trade, and is confined to the vessels of the river-bordering States by the terms of Elbe Navigation Acts.

The tidal depth of water in the port of Hamburg during the year, above or below the normal depth of the Elbe itself (viz. 14¼ feet), is indicated, in Hamburg feet and inches, by the following figures:—

| | Flood. | | | Ebb. | | |
|---|---|---|---|---|---|---|
| | Feet. | Inches. | | Feet. | Inches. | |
| Highest Tide. | + 12 | 9 | | + 6 | 3 | |
| Lowest Tide. | + 1 | 9 | | — 2 | 2 | |
| Average Tide. | + 7 | 9 | | + 1 | 8 | |

The severe weather during the last winter was of short duration, the Elbe having been blocked up with ice so as to suspend the navigation for fourteen days only in the early part of the current year. Upon an average of the twenty years, 1841 to 1860, the Elbe was blocked up with ice for 38 days annually.

A tonnage duty is levied by the Government of Hamburg upon ships entering its port, viz., 8 schillings courant per commercial last upon sea-going ships in general, and 4 schillings courant upon an exceptional class of vessels, such as those arriving in ballast, or not exceeding the burthen of 20 commercial lasts, &c. There is also a class of vessels, such as colliers returning in ballast, whalers returning from the fishery, &c., which are entirely exempt from tonnage duties. The total amount of tonnage duty collected in 1861 was 135,393 marks courant, of which 48,180 marks were paid by sailing vessels, and 87,213 marks by steamers. The proportion of tonnage duties paid by the British flag was 58,737 marks courant. The number of ships of all nations which paid tonnage duty was 3,818, burthen 311,848 commercial lasts, and that of the ships exempt from tonnage duty 1,401, burthen 129,227 commercial lasts. The payments made for tonnage duty are exclusive of the rates charged upon shipping for Hamburg pilotage, which usually exceed 200,000 marks courant annually.

The business of marine assurance at Hamburg continues very large. The value of property assured against sea risks in 1861 was:—

| | Marks Banco. |
|---|---|
| By Assurance Companies..... | 472,914,800 |
| By Private Assurers..... | 152,828,500 |
| Total..... | 625,743,300 |

The business of the private assurers has increased much more rapidly than that of the companies, of which there are twenty-two in existence. The amount of the premiums paid to the companies for the assurance of the 472,914,800 marks banco, was 6,503,050 marks banco, being at the average rate of 1·37 per cent. Whether any and what profits were realized by the companies in 1860 and 1861 has not yet been made known. In the year 1859 the entire profits which they realized were only 253,400 marks banco; but in assurance business it is obvious that average of a great number of years must be taken in order to determine how far the operations are profitable, or otherwise.

The emigration from Hamburg to transatlantic countries in 1861 was much below the average emigration of the seven preceding years, having amounted to 14,399 persons only, of whom 13,724 were forwarded directly from Hamburg in 76 ships, and 675 were sent *viâ* England, and by other indirect ways. The emigrants came chiefly from Prussia and the North German States; 9,370 of them were destined for the United States, 1,791 for British North America, 986 for Brazil, and the rest for Australia and other emigration fields. The emigration office of the Hamburg Government continues its exertions in giving advice and assistance to the poorer classes of people leaving their country, and in preventing their being imposed upon by the artifices of designing agents.

The Hamburg-American Steam Navigation Company, founded in 1854, and which has five first-class steamers running between Hamburg and New York, has published a favourable report of its affairs for the year 1861. The return freights from New York were constantly good, and the large shipments of arms and ammunition from Hamburg to America in the latter part of the year tended to counterbalance the unfavourable effects upon the concern of the civil war. The company realized a net profit, after every deduction, of 154,000 marks banco, which enabled it to pay a dividend of 8 per cent. on its original capital of 1,925,000 marks banco.

The operations for extending the accommodation for shipping in the port of Hamburg, by enlarging the artificial harbour at the Grasbrook, and by forming a new collier harbour on the left bank of the Elbe, make very slow progress; nor has much been accomplished towards the important object of improving the capacity of the harbour of Cuxhaven—the money expended there within the year for quays and harbours, diggings in the Inner Harbour and the Quarantaine Harbour, and for a stone breakwater, having been only 141,575 marks courant. The amount of the sums disbursed by the Government of Hamburg, within the year, for lights, beacons, buoys, pilot vessels, and pilots in the Elbe, was 115,536 marks courant. No new lighthouses or beacons have been erected; but on December 8, 1861, an additional light was placed in the lower part of the Cuxhaven lighthouse, for the direction of ships coming in from sea. When this light is visible, ships are free of the sand, and can take their course direct to Cuxhaven roadstead.

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### II. *Trade and Commerce.*

The quantity of goods of every description imported into Hamburg in the year 1861, together with their declared value, and the amount of customs' duties levied at the rate of ½ per cent. *ad valorem* on such of the goods as were liable to duties, will appear by the following table:—

| Imports in 1861 | Weight | Value | Duties |
|---|---|---|---|
| | Centners net | Marks Banco | Marks Banco |
| By sea ..... | 21,123,159 | 316,110,570 | 514,145 |
| By land..... | 17,816,472 | 296,571,430 | 320,153 |
| Total..... | 38,939,631 | 612,682,000 | 834,298 |

The quantity of goods brought to Hamburg by land and sea, as above, exceeds that of any former year, and it also exceeds the average of the five years 1856 to 1860, which was 35,459,128 centners. The total declared value of the same goods likewise exceeded the average of the five years 1856 to 1860, which was 605,402,948 marks banco, although it fell short of the total value in each of the years 1856 and 1857, which were years of great speculation.

The subjoined table, abridged from the official returns, shows generally from what countries the goods were imported :—

| Imports in 1861 | Weight | Value |
|---|---|---|
| | Centners | Marks Banco |
| From transatlantic and non-European countries ... | 2,577,633 | 61,215,950 |
| From Great Britain and Ireland ..... | 12,949,015 | 157,547,020 |
| From other European countries and the Levant by sea, and through Altona..... | 5,596,511 | 97,347,600 |
| By land carriage and the river Elbe ..... | 17,816,472 | 296,571,430 |
| Total..... | 38,939,631 | 612,682,000 |

A classification of the imports, according to the description of the goods, is made in the following table :—

| Imports in 1861 | Articles of consumption, viz., Colonial Produce, &c. | Raw Materials and part Manufactures | Manufactures | Artistic and Industrial Productions, viz., Books, Pictures, Porcelain, &c. | Bullion | Total |
|---|---|---|---|---|---|---|
| | Marks Banco | Marks Banco | Marks Banco | Marks Banco | Marks Banco | Marks Banco |
| From transatlantic countries ..... | 36,063,260 | 23,386,950 | 70,130 | 1,427,920 | 267,690 | 61,215,950 |
| From Great Britain and Ireland ..... | 7,372,730 | 98,657 380 | 37,743,530 | 10,601,530 | 3,171,850 | 157,547,020 |
| From other European countries & the Levant by sea | 16,405,310 | 14,221,620 | 1,719,680 | 3,559,150 | 500,500 | 36,406,260 |
| Through Altona ..... | 30,935,000 | 16,736,630 | 3,309,310 | 3,288,220 | 6,672,180 | 60,941,340 |
| By land carriage and River Elbe ..... | 69.343,070 | 48,880,710 | 65,466,630 | 40,787,130 | 72,093,990 | 296,571,430 |
| Total ..... | 160,119,370 | 201,883,290 | 108,309,180 | 59,663,950 | 82,706,210 | 612,682,000 |

A more particular classification of the imports will be found in the next table :—

| Imports in 1861 | Weight | Value |
|---|---|---|
| | Centners | Marks Banco |
| Colonial produce, viz., coffee, tea, sugar, tobacco, rice, spices | 2,127,939 | 65,359,260 |
| Southern fruits | 567,185 | 6,624,670 |
| Wine and spirits | 641,341 | 13,508,400 |
| Grain and pulse | 4,209,712 | 29,365,210 |
| Hops, potatoes, carraway | 934,244 | 6,248,520 |
| Flour and breadstuffs | 654,489 | 5,613,630 |
| Fish | 109,625 | 1,259,610 |
| Meat | 942,747 | 20,570,250 |
| Butter, cheese, lard | 220,592 | 11,405,320 |
| Salt | 132,729 | 164,770 |
| Dye stuffs | 519,838 | 10,433,390 |
| Drugs and chemical products | 582,562 | 10,730,300 |
| Metals and ores | 1,595,879 | 15,607,520 |
| Stone, earth, &c. | 18,127,000 | 9,403,750 |
| Hides, skins, and leather | 362,402 | 25,349,750 |
| Horns, bones, and animal matter | 592,460 | 10,363,350 |
| Hair, feathers, and down | 33,771 | 12,574,410 |
| Train oil, tallow, tar, pitch | 195,996 | 3,777,780 |
| Oils and their sediment | 207,620 | 5,595,320 |
| Oil seeds and cakes | 603,590 | 7,024,390 |
| Wood for building and fuel | 2,764,410 | 6,491,520 |
| Canes, reeds, &c. | 163,592 | 1,424,420 |
| Wool, cotton wool, and spinning materials | 730,966 | 38,367,070 |
| Yarns | 452,853 | 54,740,320 |
| Manufactures | 414,009 | 108,309,180 |
| Leather, indian-rubber, &c. | 22,608 | 4,007,660 |
| Wood wares | 86,357 | 4,142,010 |
| Printed books and pictures | 14,185 | 2,758,120 |
| Paper and pasteboard | 97,690 | 3,313,370 |
| Glass, porcelain, and pottery | 240,684 | 6,440,170 |
| Iron wares | 206,386 | 6,470,730 |
| Other metallic wares | 19,914 | 3,706,440 |
| Various industrial articles | 333,696 | 27,658,250 |
| Candles, soap, and perfumery | 20,765 | 167,220 |
| Bullion and precious metals | 9,795 | 82,706,210 |
| Total | 38,939,631 | 612,682,000 |

The particulars of the corn, grain, and pulse brought to Hamburg, in the year 1861, from the interior of Germany by the Elbe, or by railway, in transit for exportation, are thus recapitulated:—

1.—Corn and Grain.

| | Quantity. Lasts. | Value. Marks Banco. | Dollars courant per Last. |
|---|---|---|---|
| Wheat | 44,118 | 19,156,430 | = 184 |
| Rye | 12,442 | 3,246,730 | = 110 |
| Barley | 14,674 | 3,647,710 | = 105 |
| Oats | 7,366 | 1,257,910 | = 72 |
| Buckwheat | 2,366 | 579,520 | = 104 |
| | Centners. | | Per Centner. Marks Banco. |
| Maize | 15,710 | 135,260 | = 8 mrks. 10s. |
| | Total | 28,023,560 | |

2.—Pulse.

| | Quantity. | | Value. Marks Banco. | |
|---|---|---|---|---|
| Vetches | 1,094 | lasts | 320,140 | = 124 dollars courant per last. |
| Beans, horse | 497 | „ | 149,000 | = 127 „ „ |
| Ditto, white | 21,347 | centr. | 179,740 | = 10 mrks. 11s. crt. per 100 lbs. |
| Peas, yellow | 768 | lasts | 228,330 | = 126 dollars courant per last. |
| Ditto, green and grey | 48,460 | centr. | 304,700 | = 8 marks courant per 100 lbs. |
| Lentils | 10,388 | „ | 90,320 | = 11 mrks. 1s. crt. „ „ |
| Lupins | 2,265 | „ | 12,450 | = 7 marks courant „ „ |
| Total | | | 1,284,680 | |

Summary of Value.

| | | |
|---|---|---|
| Corn and grain | 28,023,560 | Marks Banco. |
| Pulse | 1,284,680 | „ |
| Total | 29,308,240 | „ |

These figures show that in the last year the transactions in corn at Hamburg were unusually large, the average value of the corn, grain, and pulse brought in during the eight preceding years having been only 21,737,953 marks banco per annum, according to the official returns.

It is not considered necessary to encumber this report with the particulars of all the goods imported into Hamburg from each of the various countries of the world during the last year, but some details of the imports from Great Britain may interest the reader. The entire value of the imports from the United Kingdom within the year has already been stated at 157,547,020 marks banco,* in which sum the following articles are comprised :—

* At Head II. of the report for 1860 the value of the imports from the United Kingdom is quoted by a clerical error at 609,905,710 instead of 164,402,060 marks banco, the correct value previously stated under the same head in the same report.

| Imports from Great Britain and Ireland in 1861 | Weight | Value |
|---|---|---|
| | Centners. | Marks Banco |
| Cotton yarn and twist | 240,243 | 21,777,690 |
| Woollen and mixed woollen yarn | 103,645 | 19,449,400 |
| Cotton wool | 325,467 | 12,951,560 |
| Furs and Peltry | .. | 5,682,270 |
| Linen yarn and thread | 54,989 | 5,361,530 |
| | Lasts. | |
| Coals and cinders | 242,437 | 5,165,760 |
| | Centners. | |
| Indigo | 6,887 | 3,467,550 |
| Silk | 2,301 | 2,595,860 |
| Sheep's wool | 27,314 | 2,422,500 |
| Leather | .. | 1,606,120 |
| Kips and cow hides | 36,975 | 1,573,680 |
| Dry American hides | 25,480 | 1,228,800 |
| Pig and smelted iron | 536,282 | 1,096,270 |
| Linseed oil | 50,108 | 1,090,240 |
| Forged iron | 185,631 | 1,075,460 |
| Tea | 20,334 | 1,999,060 |
| Raw sugar | 90,186 | 1,086,380 |
| Cotton manufactures | .. | 12,298,540 |
| Woollen and mixed woollen manufactures | .. | 12,094,170 |
| Various manufactured stuffs | .. | 5,291,950 |
| Linen and linen manufactures | .. | 4,127,270 |
| Silk and mixed silk manufactures | .. | 3,826,630 |
| Machinery and parts of machinery | .. | 2,854,130 |
| Fine iron manufactures | .. | 1,673,350 |
| Hard and small wares | .. | 591,160 |
| Earthenware and pottery | .. | 507,100 |
| Coarse iron manufactures | 36,157 | 422,610 |
| Bullion and coin | .. | 3,171,850 |
| Total | .. | 157,547,020 |

The British trade with Hamburg has increased in 1861, as compared with the average of the previous five years, in respect of the quantity of the goods imported, although the declared value of the goods has slightly diminished. The weight of the goods imported annually from the United Kingdom, on an average of the five years 1856 to 1860, was 12,333,067 centners, and in 1861 it was 12,949,015 centners. The value of the goods imported annually from thence, on an average of the same five years, was 157,745,270 marks banco, and in 1861 it was 157,547,020 marks banco. As 1856 and 1857 were years of unusual speculation, the small diminution of value exhibited in 1861 can hardly be considered of much importance. The increasing activity of the British flag in the commercial transactions with Hamburg, is indicated by the following comparison of the number of British ships which entered the Elbe in 1861 with the average number which arrived annually during the preceding three years :—

British Ships Arrived.

| | Number | Burthen in Commercial Lasts. |
|---|---|---|
| Average of years 1858, 1859, and 1860 | 1,712 | 193,932 |
| Year 1861 | 1,929 | 224,655 |

Upon the whole, there can be no doubt that the prominent share which Great Britain has so long held in the general commerce of Germany by the route of the Elbe, continues to maintain itself satisfactorily.

The average market prices of the leading articles of trade at

Hamburg in the year 1861 are given in the subjoined statement by comparing them with the prices for the years 1855 to 1860 (as specified in my report for 1860), the fluctuations which have taken place during the seven years in question will be at once seen.

A statement of average market-prices at Hamburg in the year 1861, calculated in Prussian dollars and decimal fractions thereof per centner nett, according to the declared value on importation officially published in the exchange lists.

| Articles. | Prices. | Articles. | Prices. |
|---|---|---|---|
| | Dollars. | | Dollars. |
| Acid, Nitric | 8·47 | Flour, Potato | 6·52 |
| „ Muriatic | 1·07 | „ Rye | 3·98 |
| „ Sulphuric | 2·93 | „ Wheat | 5·82 |
| Alum | 2·72 | Galls | 22·11 |
| Arrac | 9·37 | Gin | 8·58 |
| Arrowroot | 14·48 | Guano | 3·81 |
| Balsam, Indian | 58·36 | Gum Arabic | 19·12 |
| „ Peruvian | 183·02 | „ Senegal | 13·28 |
| Bedfeathers | 58·36 | Gutta Percha | 45·60 |
| Beans, Horse | 182·72 | Glue | 17·63 |
| „ White | 4·21 | Gunpowder | 23·93 |
| Bristles | 79·25 | Hair, Cow | 4·28 |
| Brandy, French | 23·52 | „ Horse | 56·73 |
| „ Corn | 7·71 | „ Pig | 5·18 |
| Beetroot | 2·47 | Hides, African and Kip | 20·27 |
| Buckwheat | 2·61 | „ Dry American | 25·58 |
| Butter | 29·23 | „ Salt | 17·22 |
| Brandy (Cognac), best | 26·09 | „ Dry German | 25·24 |
| Barley | 2·83 | „ Salt | 13·56 |
| Bones | 1·59 | „ Horse | 12·52 |
| Brass | 24·89 | Hemp | 10·63 |
| „ Plates | 32·46 | Herrings | 3·99 |
| Cacao | 19·25 | Honey | 11·90 |
| Coffee, all sorts | 20·52 | Hops | 33·15 |
| „ Java | 23·37 | Horn, Buffalo | 11·77 |
| „ Brazils | 18·53 | „ Stag | 31·84 |
| „ Domingo | 20·25 | „ Ox | 7·37 |
| „ Laguayra | 22·34 | Ham and Bacon, smoked | 20·24 |
| „ Porto Rico | 22·97 | Indigo | 247·69 |
| Camphor, crude | 73·73 | Iron, crude | 1·03 |
| „ refined | 88·25 | „ Plates and Bars | 3·07 |
| Cards (Teazles) | 26·24 | „ English | 2·90 |
| Cement | 0·89 | „ Swedish | 4·00 |
| Chicory | 5·56 | „ manufactured | 5·54 |
| Cigars, not sorted | 178·60 | „ Plates | 4·38 |
| „ Havanah | 377·09 | Indian-rubber Shoes | 65·94 |
| Cochineal | 26·09 | Lac Dye | 49·56 |
| Currants | 6·68 | Leather, Sole | 36·39 |
| Cheese | 16·47 | „ tan. and varn. | 82·21 |
| Cork | 57·17 | „ glued | 5·80 |
| Chalk | 0·33 | Linen | 52·88 |
| Carraway Seed | 8·97 | Linseed | 4·35 |
| Copper | 32·00 | Lead | 6·94 |
| Candles, Spermaceti | 69·06 | „ White | 8·66 |
| „ Stearine | 33·85 | „ Red | 7·75 |
| „ Tallow | 20·22 | Lemon and Orange Peel | 12·73 |
| „ Wax | 77·33 | Limestone | 0·53 |
| Coals and Cokes | 0·27 | Malt | 4·09 |
| Cotton | 97·74 | Marble | 2·63 |
| „ manufactured | 27·62 | Maccaroni | 12·32 |
| Eiderdown | 461·30 | Melted Butter | 17·86 |
| Figs | 7·85 | Molasses | 4·60 |
| Fish, Dried | 6·83 | Meat, Salt Beef | 11·82 |
| Flax | 26·30 | „ „ Pork | 17·88 |

| Articles. | Prices. | Articles. | Prices. |
|---|---|---|---|
| | Dollars. | | Dollars. |
| Madder and Garaucin | 42·20 | Stearine | 31·13 |
| Mercury | 72·58 | Stones, Cement | 0·25 |
| Nails, Iron | 7·04 | „ Lime | 0·09 |
| Oil, Turpentine | 16·33 | „ Building | 0·13 |
| „ Castor | 19·02 | „ Mill | 2·15 |
| „ Olive { ordinary | 18·54 | Skins, Stag and Deer | 38·10 |
| „ Olive { best | 26·20 | „ Calf | 39·97 |
| „ Palm | 13·52 | „ Sheep and Goat | 29·17 |
| „ Turnip | 12·74 | Scotch Barley | 5·26 |
| „ Oil-cake | 1·77 | Salmon, Smoked | 69·09 |
| Oats | 2·44 | Sugar, Raw, all sorts | 7·48 |
| Pitch | 3·83 | „ Brazil | 7·77 |
| Pepper | 12·62 | „ Havanah | 8·12 |
| Plums, St. Catherine | 12·84 | „ Java | 8·96 |
| „ dried | 6·47 | „ Eastern | 7·68 |
| Pimento | 8·96 | „ Candia | 11·42 |
| Potashes | 9·07 | „ refined | 11·19 |
| Pumice Stone | 2·46 | Sea Biscuit | 5·31 |
| Peas, dried | 2·94 | Tobacco, all sorts | 27·33 |
| „ sweet | 2·66 | „ Cuba | 52 23 |
| Potassa, Prussiate of | 43·97 | „ St. Domingo | 30·76 |
| „ Chromate of | 20·36 | „ Porto Rico | 18·48 |
| Quercitron | 3·34 | „ Stalks | 2·30 |
| Rice, all sorts | 4·11 | Tallow | 17·16 |
| „ Carolina | 6·98 | Tamarinds | 4·53 |
| „ Java | 4·82 | Turpentine | 5·72 |
| Rhubarb | 143·57 | Tea | 49·25 |
| Rye | 2·61 | Tar | 3·68 |
| Raisins, Muscat | 21·85 | Train Oil | 10·72 |
| „ others | 8·77 | Tin | 40·86 |
| Rum | 11·85 | Tow | 6·97 |
| Railway Irons | 2·70 | Vinegar | 2·77 |
| Resin | 2·53 | Wax | 48·82 |
| Rags | 5·87 | Wine, all sorts | 12·30 |
| Seed, Red Clover | 15·55 | „ Champagne | 58 30 |
| „ White „ | 19·24 | „ other French | 10·48 |
| „ Rape and Turnip | 5·07 | „ Spanish | 14·96 |
| Sago | 6·87 | „ Portuguese | 35·79 |
| Saltpetre, East Ind. | 12·70 | Wheat | 4·10 |
| „ South Sea | 3·96 | Wool, Sheep and Lamb | 64·61 |
| „ refined | 13·21 | „ Pig | 2·48 |
| Salt, Hartshorn | 19·46 | „ sundry | 16·37 |
| „ Sea and Cooking | 0·62 | „ manufactured | 185·38 |
| Sardels | 6·43 | Wire, Iron | 6·92 |
| Smalt | 31·60 | „ Steel | 76·36 |
| Sponges | 92·05 | Wood, Log | 2·24 |
| Sulphur, crude | 2·60 | „ Fustic | 2·01 |
| „ Refined | 3·99 | „ Red | 3·16 |
| Sail Yarn | 28·95 | „ Jacaranda | 8·37 |
| Silk, raw and manufactured | 587·07 | „ Cork | 10·39 |
| Silk and Half Silk Manufactures | 715·95 | „ Mahogany | 3·91 |
| Soap | 9·76 | „ Lignum Vita | 2·35 |
| Soda, calcined | 3·48 | Yarn, Cotton | 37·90 |
| „ Crystallized | 1·66 | „ Linen and Twist | 49·64 |
| Spermaceti | 48·85 | „ Woollen and Half Wool. | 95·18 |
| Spirits, French | 18·68 | Yellow Metal | 28·83 |
| „ Corn and Potato | 8·81 | Zinc | 6·00 |
| Steel | 9·31 | | |

The exports from Hamburg can no longer be ascertained, inasmuch as no official accounts of them have been kept since the year 1856, when the export duty was abolished. There is, however, every reason for

believing that the exports have kept pace with the imports in the usual way.

The excise duties levied at the gates of Hamburg on articles brought into the city for consumption have not yet been generally abolished, but a partial revision of them has taken place, in pursuance of which the following articles have been admitted, free of excise, since the 1st of January, 1862, viz.: gas-fluid, vinegar, potato-flour, candles, fat, mineral water, soda water, aërated lemonade, butter, cheese, fuel, and building materials. Spirits of every description, when introduced in quantities of 1 anker, or 40 quart bottles, of whatever origin, are no longer chargeable at the gates, but the excise upon them may afterwards be paid by the wine merchants, or retail dealers in the city. If in smaller quantities, all such spirits must pay the excise at the gates as heretofore.

The number of waggons freighted with goods which passed in and out of the gates of Hamburg in the year 1861 was 3,633, and that of all other laden carriages 363,316, total, 366,948, from which it would seem that the abolition of the gate-tax has had a favourable effect upon traffic; the total number of wagons and carriages having been in 1859, 328,092, and in 1860, 359,361.

The results of the traffic of the Hamburg Berlin Railway for the year were:—

| | | |
|---|---|---|
| Passengers conveyed..... | 911,344 | in number. |
| Goods on freight conveyed..... | 8,493,752 | centners. |
| Receipts..... | 2,787,888 | Prussian dollars. |
| Expenses..... | 2,079,336 | „ „ |
| Surplus..... | 708,552 | „ „ |

The dividend paid by this railway for the year (including the guaranteed interest upon the shares) was at the rate of six per cent., and its shares stand in the market at 118 per cent.

The banking and discount business transacted at Hamburg in 1861 was greater than in either of the three preceding years, though not equal to that in either of the years of speculation 1856 and 1857. The number of bills of exchange payable at Hamburg, exclusive of those made payable at other places which were discounted in 1861, was 310,679. The average term of each bill was taken at three months, and the stamp duties levied on the bills amounted to 507,040 marks courant, which, at the rate of 100 marks courant duty per 128,000 marks banco, gave as the total approximative value of the bills drawn the sum of 649,012,000 marks banco. The amount of bills of exchange in circulation can now be always ascertained by means of the monthly published accounts of the issue of bill stamps.

The two joint stock banks established in the city, viz., the North German Bank and the Union Bank appear to have thriven well during the year. The former has paid a dividend of 5 per cent. on its paid-up capital of $15\frac{1}{2}$ million marks banco, being 25 marks banco per share on its 31,000 shares of 500 marks banco each, and its shares stand at 98 per cent. The Union Bank has paid a dividend of $5\frac{5}{16}$ per cent. on its paid up capital of 4 million marks banco, being $2\frac{1}{8}$ marks banco per share on its 100,000 shares of 200 marks banco each, and its shares stand at 102 per cent.

The exchange on London has been gradually rising during the last two years, so that 1861 gives a higher average than the year pre-

ceding. The following is a statement of the monthly rates of exchange at Hamburg, during the year 1861, for bills on London at three months after date :—

| | Marks Banco and schillings per £1 sterling. | | |
|---|---|---|---|
| | Highest. | Lowest. | Average. |
| January | 13 1¼ | 13 1 | 13 1⅛ |
| February | 13 2½ | 13 1½ | 13 1⅞ |
| March | 13 3 | 13 2½ | 13 2¾ |
| April | 13 2¾ | 13 2 | 13 2⅜ |
| May | 13 3½ | 13 2 | 13 2 5/16 |
| June | 13 4⅛ | 13 3½ | 13 3⅞ |
| July | 13 4¾ | 13 4¼ | 13 4 9/16 |
| August | 13 5⅜ | 13 4¾ | 13 5 3/16 |
| September | 13 5¾ | 13 4⅜ | 13 5 5/16 |
| October | 13 5½ | 13 4⅜ | 13 5 3/16 |
| November | 13 5¼ | 13 3⅞ | 13 4 13/16 |
| December | 13 4 | 13 3¼ | 13 3 11/16 |
| Average at half-year, January to June | | | 13 2½ |
| Ditto ditto, July to December | | | 13 4 11/16 |
| Ditto of the year | | | 13 3⅝ |

For bills on London at short sight the course of exchange during the year was—

| Marks Banco and schillings per £1 sterling. | | |
|---|---|---|
| Highest. | Lowest. | Average. |
| 13 5⅜ | 13 1 | 13 3⅝ |

For Hamburg currency the average rate of exchange during the year was 124 7/8 marks courant per 100 marks banco. For Prussian dollars it was 150 3/8 dollars per 300 marks banco.

The monthly rates of discount for first-class paper during the year were as follows :—

| | Rates per Cent. | | |
|---|---|---|---|
| | Highest. | Lowest. | Average. |
| January | 3 | 2¼ | 2⅝ |
| February | 2½ | 1¾ | 1 13/16 |
| March | 2½ | 2 | 2 3/16 |
| April | 3¼ | 2¼ | 2 9/16 |
| May | 3 | 2¾ | 2⅞ |
| June | 2¾ | 2½ | 2⅝ |
| July | 2½ | 2¼ | 2⅜ |
| August | 2½ | 2 | 2⅛ |
| September | 2½ | 2 | 2⅛ |
| October | 3 | 2¼ | 2⅝ |
| November | 4¼ | 3 | 2 9/16 |
| December | 3½ | 2¾ | 2⅞ |
| Average of the half-year, January to June | | | 2½ |
| Ditto ditto, July to December | | | 2⅝ |
| Ditto of the year | | | 2 9/16 |

The English equivalents of the measures, weights, and moneys used in Hamburg, and quoted throughout this report, will be found in the subjoined tables:—

1.—Measures:

| Of Hamburg. | | British. |
|---|---|---|
| 100 feet in length | = | 94·021 feet in length. |
| 100 „ square | = | 88·400 „ square. |
| 100 „ cubic | = | 83·115 „ cubic. |
| 100 ells of cloth | = | 62·681 yards. |
| 100 barrels (Fass) of corn | = | 18·901 Imperial quarter. |
| 100 quarts (Viertel) of liquids | = | 159,470 Imperial gallons. |

| British. | | Of Hamburg. |
|---|---|---|
| 100 feet in length..... | = | 106·359 feet in length. |
| 100 „ square ..... | = | 113·122 „ square. |
| 100 „ cubic ..... | = | 120·816 „ cubic. |
| 100 yards of cloth..... | = | 159·538 ells. |
| 100 Imperial quarters of corn.. | = | 529·071 barrels (Fass). |
| 100 Imperial gallons of liquid.. | = | 62·708 quarts (Viertel). |

2.—Weights.

| Of Hamburg. | | British. |
|---|---|---|
| 100 new pounds (1858), or 1 centner . | = | 110·232 pounds Avoirdupois. |
| 100 marks Bank weight..... | = | 62·655 pounds Troy. |

| British. | | Of Hamburg. |
|---|---|---|
| 100 pounds Avoirdupois..... | = | 90·718 new pounds (1858). |
| 100 pounds Troy..... | = | 159·6032 marks Bank weight. |

3.—Moneys.

| | | Marks. schil. Banco. |
|---|---|---|
| 1 mark of fine silver (fixed course)..... | = | 27 12 |
| 1 mark of fine gold (according to London price of 1861). | = | 430 3 |
| 1 ditto (according to Hamburg average course of 1861).. | = | 426 13 |

therefore the relative value of gold to silver was—

1 mark fine gold = 15·50 fine silver.

The par of exchange for money with England during the year was, therefore, as follows :—

| | | |
|---|---|---|
| 100 Marks Banco | = | £7·$\frac{4251}{10000}$ Sterling. |
| 100 Marks Courant | = | £5·$\frac{8800}{10000}$ Sterling. |
| 100 Dollars Prussian | = | £14·$\frac{2817}{10000}$ Sterling. |

Upon bills of exchange the par of exchange between Hamburg and London is officially stated to have been (reckoning $\frac{1}{3}$ per cent. per month interest) per £ sterling :—

| | |
|---|---|
| Bills at 3 Months after date .... | 13 Marks 5·33 Schillings Banco. |
| Ditto at sight ..... | 13 Marks 7·49 Schillings Banco. |

## III. *Agriculture.*

There has been little change in the routine system of cultivation of the marsh-and-geestland of Hamburg, and the proportion of grass to that under the plough has been much the same as that stated in last year's report.

The produce of rye on the light soils, as of wheat on the marsh-land, was below that of an average year, whilst potatoes yielded little more than half the quantity obtained in favourable seasons; so that in the winter they were very high in price. The corn grown on the Hamburg territory forming so small a proportion of what is required for the consumption of the inhabitants, the general range of prices on the Hamburg corn-exchange is scarcely affected by the crops being good or bad in the districts belonging to the town; but as there was a deficiency in 1861 in other countries, prices rose considerably, so that unusually large quantities were brought to Hamburg and sold chiefly for exportation in the course of that year.

The Hamburg official tables give, in Prussian money, the average prices of grain and flour during the year as follows :—

| | Per Centner of 110¼lbs. English, in Prussian Dollars and Decimal Fractions. | | Per Imperial Quarter (taken at 63lbs. to the Bushel) in English Money. |
|---|---|---|---|
| | | | £ s. d. |
| Wheat ..... | 4·10 | .... | 2 15 11½ |
| Rye ..... | 2·61 | .... | 1 15 4 |
| Barley ..... | 2·83 | .... | 1 14 3¾ |
| Oats ..... | 2·44 | .... | 1 1 1¾ |
| | | | Per Sack of 280 lbs. |
| Flour of Wheat ..... | 5·82 | .... | 2 4 1½ |
| | | | Per 112 lbs. English. |
| „ of Rye..... | 3·98 | .... | 0 12 1 |

These prices are taken from the average of transactions in the corn, grain, &c., imported into Hamburg in 1861, of which the value was nearly 30 millions of marks banco.

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## IV. *Population and Industry.*

The population return for the year 1861 gives the population of the territory at 221,000, of which 178,800 were inhabitants of the city and its suburbs, and the rest belonging to the rural districts. This census shows a very considerable increase since 1854, when the population of the city and suburbs was 162,900, and that of the rural districts 34,100, together 197,000.

During 1861 the artisans and labouring classes of Hamburg have been in a prosperous state, as in good commercial years is usually the case, those classes being dependent on, or more or less connected with, trade.

The labourers in the warehouses and ports, and carpenters, bricklayers, and others employed in building, were in great request, at high wages for the many new houses, that have been or are now being built in every direction around the old town, and which find occupants as soon as they are finished, at high rents.

The workpeople in the manufacturing branches of trade have been well employed, and the productive industry of such classes has been actively occupied; but, with the exception of the making of machinery, not to such an extent as to require additional remarks to those made in detail in my last year's report.

The demand for machinery has regularly increased, and most of the establishments engaged in the construction of steam-engines for railways, steam-boats, and other purposes, have taken on more workpeople; in some instances they have now double the number at work for them than those they had in the previous year.

In some branches of industry the skill and ingenuity of the Hamburg workman are particularly worthy of comment, and the prizes awarded by the international juries to the Hamburg exhibitors at the London exhibition show, that, considering the limited extent to which manufacturing is carried on here, this city is entitled to a respectable rank. Amongst the very many articles of Hamburg workmanship submitted to competition, medals were awarded for—

Skill and invention in the construction of an astronomical double regulator;

Photographic lenses;

Mathematical instruments;

Upright pianofortes;

Fancy furniture of hart-horn;

Amber letter-press;

Finely carved furniture;
Sofas, sofa-tables, arm-chairs, &c.;
Horse collar and travelling trunk;
Imitation horse-hair;
Conserves, chocolate, cocoa, sweetmeats, &c.;
Pulverised and ground dye-wood;
A statue cast in caoutchouc;
Various soaps;
Shower-baths and transportable water-closets;
Demijohns covered with wicker-work, &c.;

Honourable mention was made of 32 exhibitors of various manufactures and productions of industry as:

Mathematical instruments;
Pianofortes;

Dissolving views apparatus; embroidery; saddlery; furniture of mahogany, walnut, and oak; gilded picture frames; tables; meerschaum pipes; boots; bookbinding; leather-work; calf-skins, varnished and glazed; cutlery, &c.

## V. *Public Works.*

Under this head there is nothing to record as having been executed within the Hamburg territory during the last year. Neither the projected branch-railway from the Berlin station to the lower harbour, nor the connecting line with the Altona-Kiel Railway under the treaty with Denmark of April 30th, 1860, have been begun, nor has any agreement with Hanover been arrived at for the construction of the bridge across the Elbe to Harburg, or of the Cuxhaven Railway, although the negotiations between the governments of Hanover and Hamburg, for those objects have been pretty actively carried on. At Lauenburg, however, the works for the railway bridge across the Elbe have been recently begun, and it is hoped will be completed in the autumn of 1863. For the intended direct line of railway between Hamburg and Lübeck, ground has not yet been broken, but the governments concerned are understood to be willing to sanction it, and the arrangements are in a state of considerable forwardness.

## VI. *General Remarks.*

The Senate of Hamburg is accustomed to submit to the burghership towards the close of each year the state budget for the succeeding year, being an estimate of the public revenue and expenditure, accompanied by explanatory details). The state budget for 1861 amounted to 10,250,287 marks courant; that for 1862 (laid before the burghership on October 22nd, 1861) amounted to 10,468,660 marks courant, as appears by the following statement of its leading items of receipts and expenses:—

RECEIPTS.

| | Marks Courant. |
|---|---|
| I. Revenue of State Property, viz., Domains, Royalties, Houses, Railway Shares, Post Office (212,000 marks courant), Lotteries, &c. | 1,592,556 |
| II. Taxes and Duties, viz., Customs (1,150,000 marks courant), Excise (1,360,000 marks courant), Stamps, Income Tax, &c. | 6,228,200 |
| III. Fees from Offices and Courts of Justice | 652,600 |
| IV. Fines and Penalties | 12,500 |
| V. Extraordinary and unforeseen Receipts | 14,000 |
| VI. Transitory Receipts, viz., Moneys due from the Fire Fund, Sinking Fund, &c. | 2,148,804 |
| Total.... | 10,648,660 |

EXPENSES.

| | Marks Courant. |
|---|---|
| I. Senate and Burgership | 420,770 |
| II. Foreign Affairs, viz., Federal objects (20,000 marks courant), Diplomacy (70,500 marks courant) | 90,500 |
| III. Administration of Finances | 2,376,090 |
| IV. Courts of Justice | 318,375 |
| V. Education | 124,449 |
| VI. Army | 934,280 |
| VII. Public Buildings | 1,225,285 |
| VIII. Shipping and Navigation, viz., for conservancy of the Elbe, Pilotage, &c. (968,450 marks courant), and for the Board of Commerce, &c. | 1,032,790 |
| IX. Police | 754,480 |
| X. Charitable Institutions | 701,900 |
| XI. Suburbs and Rural Districts | 143,470 |
| XII. Extraordinary and unforeseen Expenses | 310,667 |
| XIII. Transitory Expenses, viz., Advances to Fire Fund, Sinking Fund, &c. | 2,148,804 |
| Total.... | 10,648,660 |

The provisions of the new constitution, which adopted the principle of the entire separation of the judicial system from the executive, and, as a consequence, the transfer of the greater part of the business of the police department to a judicial functionary, have not yet been carried into effect; but arrangements are now making by the senate to that end, and it is expected that before long one or more police magistrates will be appointed to act independently of the Government, and the duties of the police director be reduced to ministerial functions only. In the meantime, it is satisfactory to be able to mention an important relaxation of the passport system, which has lately been sanctioned by the Senate, and been made public by a notification of the Hamburg Police Office, dated July 18th, 1862: Foreigners visiting Hamburg, either on business or for pleasure, no longer require passports, or that their passports should be *viséd*, provided they do not belong to the class of handicraftsmen, workmen in factories, or domestic servants, who still require passports. All persons, however, are bound to answer such questions as the authorities may put to them relative to their persons or means of living. It is also observed, that foreigners remaining longer than eight days in Hamburg, must comply with the old regulation, which requires them to obtain a ticket of residence, and for that purpose to produce the requisite documents (not including a passport) by way of legitimation. Handicraftsmen, workmen, servants, &c., arriving at Hamburg, must also still produce their journey-books, passports, or certificates of nationality, and have them *viséd* at the Police Office; nor are the citizens exempted from the

necessity of reporting, within twenty-four hours, to the Police the names of all foreigners received into their houses, or entering into their employment; it being understood that no legitimation papers will be demanded for foreigners not requiring passports, until the expiration of eight days after their arrival. These regulations will, of course, be a relief to the generality of travellers, whilst artizans, and others of the working class, are treated as strictly as they were before. The motive for this distinction may possibly lie in the old system of trade guilds (*Zunftwesen*) still prevailing at Hamburg, which necessitates the protection of the working as well as the trading interests established in the city, and forbids the indiscriminate admission of foreign artisans, who might possibly afterwards become chargeable to the State for their subsistence. The operation of this guild system has, however, of late, been the subject of much inquiry and discussion at Hamburg, and a law has been proposed by the Burgership to the Senate for its abolition, and for modifying the existing regulations relative to the settlement of workmen, so as to throw trade and labour open to general competition. This was actually done by the legislature of Bremen in the early part of last year, and as the prevailing opinion in Hamburg sets strongly in favour of such a change, it may be assumed that the Senate will, sooner or later, be induced to consent to it.

The abolition of the Stade Tolls, in pursuance of the treaty concluded with Hanover by Great Britain, Hamburg, and other States, on the 22nd of June, 1861, has given general satisfaction, and so far as can be judged in the short time which has elapsed since that date, has exercised a favourable influence upon the navigation and commerce of the Elbe.

It is, however, to be lamented, that the cessation of the Stade Tolls has relieved the traffic of the Lower Elbe only, and that another grievance, and a much greater one in the amount of money levied, still subsists in the form of the Upper Elbe Tolls, collected upon the cargoes of vessels navigating the course of the stream between Bohemia and Hamburg, by the river-bordering States, under the authority of the Elbe Navigation Acts. A statement of the rates levied, and of their classification, has been given in my former reports; it may, therefore, suffice to repeat here, that the entire normal rate to which the river-bordering States are entitled, is 33 silbergroschen and 11 pfennige (3*s.* 5*d.* sterling) per centner, of which no less than 24 silbergroschen and $2\frac{1}{2}$ pfennige (nearly 2*s.* 6*d.* sterling) per centner is actually charged on goods conveyed the whole length of the river between Bohemia and Hamburg, with irregular fractional proportions thereof for intermediate distances. Now, the traffic upon the Upper Elbe is so large (it has already been seen that the quantity of goods conveyed up and down from Hamburg in 1861 amounted to above $12\frac{1}{2}$ millions centners), that these rates, levied either at the whole rate, or at the half, the fourth, the fifth, the tenth, or the twentieth part thereof respectively, yield an average gross income of 434,568 dollars (about £65,165 sterling) per annum to the river-bordering States. But, whilst some of these States expend much more upon the conservancy of the navigation than their shares of the tolls, other States derive a large surplus revenue from the tolls, as appears by the following table, compiled from official documents by the Hamburg Free Trade League, and lately published by that society:—

A TABLE showing the annual revenues (in Prussian dollars) of the Elbe-bordering States from the Upper Elbe Tolls, and their expenditure on works for the conservancy of the navigation on an average of the twelve years 1850 to 1861.

| | Austria | Prussia | Saxony | Anhalt | Hanover | Mecklenburg | Denmark | Lubeck and Hamburg (Bergedorff) | Hamburg | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12 years average, 1850 to 1861: | | | | | | | | | | |
| Revenues from Upper Elbe Tolls.. | 1,158 | 49,640 | 14,321 | 21,538 | 165,816 | 119,642 | 56,653 | 5,800 | .. | 434,568 |
| Expenditure on works..... | 55,400 | 105,340 | 30,004 | 17,921 | 41,664 | 8,095 | 4,510 | 6,289 | 107,440 | 376,663 |
| Excess of expenditure.—Prussian dollars..... | 54,242 | 55,700 | 15,683 | .. | .. | .. | .. | 489 | 107,440 | .. |
| Excess of revenue. — Prussian dollars..... | .. | .. | .. | 3,617 | 124,152 | 111,547 | 52,143 | .. | .. | 57,905 |

This table exhibits a general excess of revenue derived from the Elbe Tolls of 57,905 dollars, and it further shows that the States which derived a net profit from the tolls in aid of their own finances (whilst the other States were losers) were—

| | | |
|---|---|---|
| Hanover | 124,152 | dollars |
| Mecklenburg | 111,547 | „ |
| Denmark | 52,143 | „ |
| Anhalt | 3,617 | „ |

a state of things so directly contrary to the intentions of the Vienna Congress of 1815, that, it is obvious, a revision of the existing Elbe Tariff, in conformity with the principles laid down by that Congress in the Vienna General Act, is imperatively required in the interests of commerce and navigation.

The reduction of the river tolls was the chief business of the Fifth Elbe Navigation Revisary Commission, which met at Hamburg in November, 1861, and whose sittings are not yet formally closed, although a long interval of adjournment has taken place. Various proposals were made to the Commission by Prussia, Saxony, Austria, and Hamburg, for the total or partial abolition of the existing tolls, but these proposals met with the same fate as similar proposals made to former Commissions had met with, and were rejected, in consequence of the continued opposition of Hanover and Mecklenburg. Denmark, however, was disposed to go to a certain length in the way of reduction, and, on the 30th of April last, a proposition of a novel character was brought forward by Hanover and Mecklenburg, in which, although they still insisted upon the principle of compensation, they, for the first time, declared their readiness to consent to a very large reduction, viz., of the full rate from 24 silbergroschen 2½ pfennige, to 2 silbergroschen and 2 pfennige (about 3*d.* sterling) per centner, with a proportionate distribution among the States and a new classification of the goods. But the proposition was found to be complicated in its details, and as Prussia and other States adhered to their objections to a definitive settlement of the Elbe tariff upon the principle of pecuniary compensation, the plan was, in July last, finally rejected by the Commission, and the main question again opened.

A new proposition was then made by Saxony, and favourably received by Austria, Prussia, and Hamburg, which went to concentrate the entire collection of the tolls at Wittenberge, and to reduce the normal rates to some extent, leaving to Hanover and Mecklenburg a considerable share of the receipts, but without any pecuniary compensation. In order to give time for the Governments concerned to come to an understanding upon this last plan, the Elbe Commission has adjourned to October 15th, next.* A meeting in consequence took place of Saxon, Austrian, Prussian, and Hamburg Commissioners, at Dresden, in the early part of August, and these Commissioners are understood to have agreed upon a scheme for the reduction of the rates based upon the Saxon proposition. Whether this last scheme will satisfy the States hitherto in opposition, viz., Hanover, Mecklenburg, Denmark, and Anhalt, remains to be seen; and, at all events, no formal resolution can be passed on the subject until the Elbe Commission shall resume its sittings at Hamburg after the adjournment.

The reduction of the Elbe Tolls is a purely German question, however desirable it may be in the interest of Great Britain and other commercial States. The formal right would seem to be on the side of Hanover and Mecklenburg, inasmuch as, according to the terms of the Elbe Navigation Acts of 1821 and 1844, the existing tariff cannot be altered without the unanimous consent of the river-bordering States.

On the other hand it is clear, that to continue levying these duties at a rate which enables Hanover and other States to appropriate a large surplus to the augmentation of their own finances, would be a contravention of the principles of the Vienna Congress Act of 1815, Art. III., and the Paris Treaty of May 30th, 1814, Art. V., which declared that duties on navigation should be levied upon the conventional European rivers only in so far as the produce thereof might be required for the conservancy and repair of the towing-paths, and of the navigable waters. The actual Elbe Tariff is a palpable infringement of the Vienna rule, that the river duties should be fixed with a view to the advancement of trade and the facilitating of navigation.

A resolution was passed by the Prussian House of Deputies, on the 8th of July, urging the executive to insist upon an adequate reduction of these tolls, or to withdraw from the Navigation Acts. The Minister of Commerce on that occasion expressed hopes of being still able to attain the object by negotiation, but the House of Deputies appeared to have little confidence in the realization of the ministerial expectations.

The new commercial code for Germany, as approved by the Federal Diet, and published by the Prussian Government, June 24th, 1861, has not yet been adopted by the Legislature of Hamburg, owing chiefly to a difference of opinion as to the limitation of the responsibility of railway companies, Hamburg wishing to hold them generally responsible for losses sustained.

During the year 1861, public attention in Germany was particularly directed to the questions of the reconstitution of the German Customs' Union (*Zollverein*), and the liberalization of its tariff. The association called the German Commercial Diet, noticed in my last report, has not indeed assembled since its meeting at Heidelberg, on May 13th, 1861, but is expected to meet at Munich in October, for the purpose of debating on the system of the Zollverein, and the questions of the French Treaty and of the union with Austria. The Chambers of Commerce in Prussia and other States have been much occupied with the discussion of the respective merits of the protective system and of free trade, in consequence of the projected Treaty with France having been submitted to those Chambers by their respective Governments. At Hamburg, the strong desire which has long been entertained by the citizens for the establishment of a liberal commercial system throughout Germany continues unabated.

The signature at Berlin, on the 2nd of August last, of the treaty of commerce, so long in negotiation, between Prussia on behalf of herself and the other Zollverein States, on the one part, and France on the other (after having been previously *paraphé-ed* on the 29th of March), is a fact generally known, and is undoubtedly one of some importance. Annexed to the Treaty of Commerce are, a Treaty of Navigation between the same Powers; a Convention relative to the clearance by the Customs of goods by railways; a concluding Protocol; and a Convention for the mutual protection of literary property and works of art. At the date of the signature (August 2nd), a new Protocol was added, declaring that Prussia could not ratify the treaty until she should obtain the assent of the other Zollverein States, but expressing the hope of being able to do this, so that the treaty might take effect on the 1st of January next. The Protocol also records certain trifling corrections relating to duties, and mutually agreed upon.

By this Treaty of Commerce the Zollverein, in return for the reduction of duties conceded to it by France, is to reduce the rates of the Zollverein Tariff on a number of articles principally, though not entirely,

the produce or manufacture of France. But, the Prussian Government has also declared the intention to be, to extend the reductions of the Zollverein Duties generally to all nations, and it has pledged itself specifically to Great Britain to place British commerce, as regards those reductions, upon the most favoured footing. It was therefore natural that the Prussian policy, so far as it went, should be approved not only at Hamburg, but throughout Northern Germany, where free trade principles have the ascendency, and where a general wish prevails for the reform of the system of the Zollverein, and the reduction of its tariff. The treaty of navigation has likewise been favourably regarded, and the Hanse Towns have already opened a negotiation with France in order to obtain for their shipping similar benefits.

The English manufacturers appear to anticipate an increase of their exports to Germany in consequence of these arrangements between Prussia and France, and for some branches of British industry, such as woollen manufactures, the result of the reductions may be favourable. It is, however, to be regretted, that the duties on the leading articles of British export to Germany are either not reduced, or the reductions are so trifling as to be of no real advantage. For instance, the duty on pig iron is to be reduced, in the year 1864, from 10 to $7\frac{1}{2}$ silbergroschen per centner (from 1*s.* to 9*d.* sterling). Now, 9*d.* per centner is equal to 15*s.* per ton, which is equal to 30 per cent. upon the market price af English iron, taking it at 50*s.* per ton. Again, the duty on cotton yarn is to be 2 instead of 3 dollars (6*s.* instead of 9*s.*), and on cotton twist, 6 instead of 8 dollars (18*s.* instead of 24*s.*). Now, it is estimated that, as the costs of bringing yarns from England are 3*s.* per centner, cotton yarn will still be at a disadvantage of 9 per cent., and the imports of twist are so small that the reduction on them is of no importance. Cotton stuffs are to pay, instead of a general duty of 50 dollars per centner, certain reduced rates of 34, 24, and 12 dollars respectively, and in the year 1866 still lower rates of 30, 16, and 10 dollars respectively. But the Hamburg dealers declare such reductions will be of no utility, and that no increase of the importations of British cotton stuffs into Germany can be anticipated, unless the duty is reduced to at least 5 dollars (or 15*s.*) per centner. Even on woollen stuffs the reductions are inadequate, for the woollen manufactures of the Zollverein, being exported in large quantities, require no protection, and a duty equal to 10 per cent. *ad valorem* would fully suffice for financial purposes. Then, the reduction on coals generally from $1\frac{1}{4}$ to $\frac{1}{2}$ silbergroschen per centner, will not benefit English coal owners, for coals imported by the Elbe or the Prussian seaports pay now only $\frac{1}{3}$rd of a silbergroschen, or about 8*d.* per ton, besides the Elbe Tolls of 4*d.* per ton, which, however, is equal to 10 per cent. *ad valorem* on the best coals, and to 20 and 25 per cent. on coals of inferior descriptions. The export duty on rags is reduced from 3 to $1\frac{2}{3}$ dollars per centner (9*s.* to 5*s.* sterling), leaving a duty still equal to above 100 per cent. on the value of the article. These few examples may serve to show that the chief requirements of the British importer have been little considered in this revision of the Zollverein Tariff, and that the main, though not perhaps the sole, object of the Prussian Government has been, by conciliating France through this treaty of commerce, to augment the exports from Germany to that country. At present, however, it does not appear necessary to dwell further upon the details of the treaty, the less so, as its ratification is extremely uncertain, owing to the difficulties experienced by Prussia in winning the assent of the other Zollverein States. At this date, Bavaria and Wurtemberg have formally refused their sanction, and until those States, and some

smaller ones, can be conciliated, it will not be in the power of Prussia to carry the treaty into effect.

A new order of things may, however, arise in the year 1866, after the expiration of the Zollverein, on the 31st of December, 1865. Prussia will then have her hands free to establish as liberal a customs' tariff as she pleases; and it remains to be seen whether she will have the courage to risk the dissolution of the Union, and proceed alone if necessary in the path of free trade. In the actual state of parties and of politics in Prussia, it is hard to answer such questions with any confidence; but so much may be safely asserted, that in the Prussian monarchy, and in all Northern Germany, public opinion sets in favour of the non-renewal of the Zollverein as at present constituted, and for a thorough change of the leading conditions of the Union. The principle of decision by a majority is desired to be substituted for that by an unanimity of votes, so as to prevent the possibility of measures for the general good being defeated by the vote of a single State, and, it is thought by some, that the addition of a representative body to the councils of the Union would be an improvement. Within the next three years these and other difficult points will have to be determined by the Governments concerned. As regards the prospect of a really liberal tariff (not merely that conceded to France), the best chance for it would obviously be the dissolution of the Zollverein, and the formation of a new and reformed Customs' Union, under Prussian influence, for Northern Germany.

Hamburg, September 15, 1862.

## LUBECK.

*Report by Mr. Vice-Consul Behucke on the Trade of Lubeck for the year 1862.*

I HAVE the honour to send you with the present a statement of the trade at Lubeck in the year 1862.

I am happy to be able to state that, in general, there has been a favourable rise in the commercial business of this city. The number of ships arriving, compared with the preceding year, show both in number and tonnage a considerable increase. Also the transport of goods by train shows an important rise in comparison with the year before. The disastrous effects of the American civil war, which has had a laming influence more or less on various commercial cities, has been less felt here. Lubeck possessing only few manufactories, and the direct communication with the United States being only trifling. The principal communications of Lubeck are chiefly with the northern empires of Russia, Sweden, and Denmark, and these countries, in consequence of the rise in prices of many articles exported by them, and which rise was a consequence of the above named war, have had considerable advantages.

I shall now proceed to inform you of the various divisions of trade at this city.

*Shipping and Navigation.*—The number of ships entering this port exceeds the number of arrivals in the preceding year by about 180 vessels, which difference has chiefly been caused by the communication with Denmark.

In the year 1862 the number of steam and sailing vessels was 1,251, carrying 88,437 lasts of 4,000 lbs., which makes, reckoning 2 tons per last, 176,874 tons.

In the year—

| | Ships. | | Tons. |
|---|---|---|---|
| 1862 .. .. .. .. .. | 1,251 | = | 176,874 |
| 1861 .. .. .. .. .. | 1,074 | = | 171,950 |
| 1860 .. .. .. .. .. | 1,134 | = | 166,910 |
| 1859 .. .. .. .. .. | 1,056 | = | 158,172 |
| 1858 .. .. .. .. .. | 940 | = | 133,558 |

The open coasters are not included in the foregoing.

Amongst the ships arriving, there came from Great Britain, in the year—

| | Ships. | | Tons. |
|---|---|---|---|
| 1862 .. .. .. .. .. | 21 | = | 3,721 |
| 1861 .. .. .. .. .. | 15 | = | 3,533 |
| 1860 .. .. .. .. .. | 12 | = | 1,557 |
| 1859 .. .. .. .. .. | 13 | = | 1,606 |
| 1858 .. .. .. .. .. | 3 | = | 255½ |

From this is to be seen, that the direct import with Great Britain, in the last two years, has been greater, which has been chiefly caused by the direct steam communication between Hull and Lubeck, which was not formerly the case, as the goods for Lubeck were sent *viâ* Hamburg.

The shipowners of this city have lost three vessels last year, which has decreased the number of vessels belonging to Lubeck. The number last year was: 49 sailing and steam vessels, carrying together 5,743 lasts of 4,000 lbs., equal to 11,486 tons.

In consequence of the quick increase of steam navigation in the Baltic, the communication by sailing vessels becomes less and less profitable, and therefore the greater part of our largest sailing vessels are compelled to seek freight on foreign seas.

The trade with steamers has been this year for the most part profit-

able, and this autumn several extra passages were made to transport all the goods. The steamers between Lubeck and St. Petersburg have not made such a profitable business as usual with the conveyance of passengers, as, through the opening of the railway from St. Petersburg to Berlin, a great number of travellers have preferred the route by land, which will in future be the case, in spite of considerable reduction in the passage-money of the steamers. The transport of goods, on the contrary, has not decreased. The regular communications between North and South Sweden, Russia, Finland, Hull, and Denmark, have been kept up by 20 steamers, two of which, however, have performed the regular passages between St. Petersburg and Stettin for the account of the Lubeck and Petersburg Steam Company.

*Trade and Commerce.*—The communication by the Lubeck-Buchen Railroad has been greater in 1862 than before, and the income has risen nearly 6,000 Prussian dollars, or about 1,000*l*. The transport of goods was about 10 per cent. more than in 1861.

The transport of goods amounted—

| | | | | |
|---|---|---|---|---|
| In 1862 | to about | 1,853,680 | cwt. or about | 92,684 tons |
| 1861 | „ | 1,699,645 | „ | 84,982 „ |
| 1860 | „ | 1,778,139 | „ | 88,907 „ |
| 1859 | „ | 1,745,830 | „ | 87,290 „ |
| 1858 | „ | 1,535,078 | „ | 76,754 „ |

The total income for transport of goods and passengers was—

| | | | |
|---|---|---|---|
| In 1862 | .. .. .. .. | 201,781 Prussian dollars or | £31,040 |
| 1861 | .. .. .. .. | 195,321 „ | 30,050 |
| 1860 | .. .. .. .. | 200,618 „ | 30,865 |
| 1859 | .. .. .. .. | 190,875 „ | 29,365 |
| 1858 | .. .. .. .. | 174,748 „ | 26,885 |

The negociations between Lubeck and Hamburg having been terminated in the autumn of last year, for the formation of a direct railroad between Lubeck and Hamburg, *viâ* Oldesloe, the signing of the shares was proceeded with in January, 1863, which, however, on the part of the public, found only little favour. The Lubeck-Büchen Share Company being in possession of the concession for the Lubeck-Hamburg direct Railway, both lines will work in co-operation. The Lubeck-Büchen line having hitherto given only a dividend of about 3 per cent., and as the greatest part of its trade, particularly that with Hamburg, will be withdrawn by the direct line *viâ* Oldesloe, it is feared that, at least in the first year's, the communication by means of the direct line will not be important enough to make amends for the loss of the trade on the Büchen line. On the other side, the passage across the Elbe at Lauenburg by means of a steam ferry, will be finished about the end of this year, and a great increase of the communication is hoped by the junction with the line of Hanover at Luneburg, as hereby a connection between the Baltic, West and South-west Europe, is completed. Should the Jutland and Schleswig-Holstein Railway be connected, as projected, by a line from Neumünster to Oldesloe, with Lubeck; and if the hopes of a line from Lubeck to Eutin, Kiel, and East Holstein, should be realised, as likewise the plan of a railroad to Kleinen (near Schwerin) be carried out, from whence the line to Stettin will be lengthened, there can scarcely be any doubt, that the remunerativeness of the united lines may be considered as certain.

The remunerativeness of this line is for Lubeck of great consequence, for as, in the year 1850, when the shares were signed for the Lubeck-Büchen Railway, the Lubeck Government has also, now, in order to secure the completion of the Lubeck-Hamburg line, taken for own account the 18,000 new shares, which were not otherwise disposed of,

belonging to the Lubeck-Büchen Company, to 200 dollars, and, to cover the same, has contracted a loan for the State, of 3,500,000 Prussian dollars.

The State of Lubeck is thus the greatest shareholder of the Lubeck-Büchen Company, and owns probably between 27,000 and 28,000 shares of the same.

The loan has been made in the form of $3\frac{1}{2}$ per cent. premium. Loan, at very advantageous conditions, and at the favourable exchange of 99 per cent. net, with a firm in Berlin.

Although the harvest of 1862 has not been so good as was expected, still it was in this vicinity a satisfactory one, and only barley and buckwheat may be considered as very moderate; in corn no great business could be made, as on the continent there was no great demand, and, on the other hand, Great Britain receives constantly enormous quantities from North America.

The census, which was taken in the Free State of Lubeck in the year 1862, showed in round numbers, 44,357 souls, against 43,225 in the year 1857, which presents an increase of 1,132 souls, or about $2\frac{1}{2}$ per cent., which is certainly not important.

Lubeck, February 11, 1863.

# HONDURAS.

## COMAYAGUA.

*Report by Mr. Consul Hall on the Trade of the Republic of Honduras for the year* 1861.

Although the country has by no means advanced in prosperity and civilization for some years past, yet there is no reason to believe that the consumption has undergone so vast a decline as one would be apt to infer from the official statement of the imports. These statements are nothing more than copies of the registers of the Custom-houses, sent to the Audit-office here, and they constitute almost the only materials for ascertaining the amount of trade. From these data it would appear that the descending progression of the importing trade reached last year a most astounding and alarming ratio. The value of the imports by the two Atlantic ports amounted, in the year 1859, to 357,753 dollars; in 1860 it reached the sum of 303,152 dollars, and last year it only amounted to 223,660.

The number of vessels that arrived at the Atlantic ports during last year was as follows:—

*Omoa.*

| Nation | Number of Vessels | Tonnage | Crews | Value of Cargoes |
|---|---|---|---|---|
| British | 31 | 1,003 | 73 | The value of the cargoes cannot be obtained separately. The gross value, according to Custom-house valuation, is $136,845. |
| Honduras | 61 | 1,577 | 245 | |
| American | 6 | 854 | 55 | |
| Dutch | 3 | 360 | 26 | |
| Spanish | 1 | 89 | 5 | |
| Totals | 102 | 3,883 | 404 | |

*Truxillo.*

| Nation | Number of Vessels | Tonnage | Crews | Value of Cargoes |
|---|---|---|---|---|
| British | 38 | 2,024 | 189 | The gross value, according to Custom-house valuation, is $86,815. |
| Honduras | 19 | 1,805 | 198 | |
| American | 6 | 1,060 | 79 | |
| Guatemalan | 1 | 200 | 20 | |
| Dutch | 1 | 130 | 10 | |
| Russian | 1 | 495 | 15 | |
| Totals | 66 | 5,714 | 511 | |

The value of the imports by the Pacific amounts, according to the same data, to 71,385 dollars. The value of the imports into Honduras last year, therefore, amounts in the aggregate to 295,045 dollars. The real amount, according to all probability, does not fall short of 800,000 dollars, exclusive of contraband.

I have said before, that the majority of the shipping consists of schooners, which are constantly plying with Belize. The number of different vessels at Omoa, therefore, was only 12; of which 5 were British, 3 belonged to Honduras, 2 were American, 1 was Spanish and 1 Dutch. The number of different vessels at Truxillo was 21, as

follows: 11 British, 2 of Honduras, 5 American, 1 Guatemalan, 1 Russian, and 1 Dutch. As some of these vessels figure in the shipping of the two ports, the aggregate number of all is 27.

39 vessels arrived in ballast; 20 at Omoa and 19 at Truxillo. 3 vessels of upwards of 400 tons arrived at Truxillo from England for the purpose of loading mahogany at the bars of the rivers lying east of that port.

The exports were as follow:—

*Omoa.*

| Names of Articles | Quantity | Value in dollars and rials |
|---|---|---|
| Horned Cattle ..... steers | 2,413 | 28,956 0 |
| Sarsaparilla ..... bales | 517 | 15,310 0 |
| Dry Hides..... | 25,680 | 64,200 0 |
| Deerskins ..... bales | 48 | 3,600 0 |
| Silver Bullion..... lbs. | 1,963 | 36,316 4 |
| Gold Bullion ..... oz. | 766 | 12,256 0 |
| Fustic ..... tons | 266 | 3,990 0 |
| Mahogany ..... feet | 25,000 | 1,592 4 |
| Sundries ..... | .. | 15,800 0 |
| Total value..... | .. | 182,021 0 |

*Truxillo.*

| Names of Articles | Quantity | Value in dollars and rials |
|---|---|---|
| Horned Cattle ..... steers | 3,890 | 46,680 0 |
| Sarsaparilla ..... bales | 604 | 18,120 0 |
| Dry Hides..... | 21,670 | 54,175 0 |
| Deerskins ..... bales | 87 | 6,525 0 |
| Silver Bullion..... lbs. | 913 | 16,890 0 |
| Gold Bullion ..... oz. | 500 | 8,000 0 |
| Fustic..... tons | 467 | 7,005 0 |
| Mahogany ..... feet | 36,000 | 1,625 0 |
| Sundries ..... | .. | 12,560 0 |
| Total value..... | .. | 171,580 0 |

Comayagua, May 24, 1862.

# ITALY.

## ANCONA.

*Report of Mr. Vice-Consul Gaggiotti, on the Trade of Ancona, for the year* 1862.

The change of Government, and consequently the many large undertakings established for the advancement of commerce, have not failed to exercise a beneficial influence on the commercial movements of this town of Ancona; and this year we really begin to appreciate its positive results: marks of improvement are to be seen everywhere.

Large sums of money have been spent by the Government for enlarging and dredging the port; the new quay running all round the port is already advanced, and will be finished before the end of next spring. The works of the new fortified wall for the enlargement of the town are prosecuted with alacrity.

The railway from Ancona to Naples, along the Adriatic coast, will be open as far as Bari in a few months. The railway to Rome is not much advanced.

Two lines of Italian steamers have been established running from Ancona to Corfu, Messina, and Genoa. A third one is expected to begin her voyage from Ancona to Alexandria. There is a considerable increase in the imports, the principal part of which is from the United Kingdom.

The number of British ships arrived in the year 1862, is twice the number of those arrived in 1861; most of them with cargoes of coals, the Italian Government having decided to make Ancona a naval station of first rank, sufficient room has been prepared to contain a deposit for 40,000 tons of coals.

The Italian currency has been substituted for the Roman coins, though these last have not yet been entirely withdrawn. The récolte of corn has been rather abundant.

The silk crop has not been very rich, in consequence of the disease amongst silk worms.

Vintage has not proved very abundant, on account of the disease in the plant, which, though decreasing, continues still to be prejudicial to the agricultural interests. The use of sulphur is generally admitted to be of great advantage.

Many of the land proprietors in this country, intend making experiments for the plantation of cotton.

Ancona, January 17, 1863.

## GENOA.

*Report by Mr. Consul Brown on the Trade and Navigation of Genoa for the year* 1861.

THE trade of Genoa continues to increase steadily, and has been much more prosperous in 1861 than in the previous year, although according to the returns which will be published by the Custom-house it would appear to be otherwise. In these returns, the goods coming from the "porto francoes" of Naples and Palermo, and from the free ports of Leghorn and Messina, are still carried into the tables as imports from foreign countries; but all the rest of the imports from the ex-kingdom of the Two Sicilies, Tuscany, &c., have, in consequence of the formation of the Italian kingdom, fallen under the head of home trade, and do not figure in the returns at all. A similar system has, of course, been followed with regard to the exports, and the result is an apparent, though quite unreal, falling off in the value of the trade by way of sea. For example, the value of the imports and exports from and to Naples appeared in the Custom-house returns for 1860 for upwards of 41 millions of francs, while in 1861 they are put down for barely one million.

The fact, however, is, that so far from having fallen off, the trade of this port has increased considerably, as is in part proved by the returns of navigation, which show an increase of upwards of 500,000 tons of shipping in the year. It is much to be regretted that no returns of the value of the coasting trade are obtainable, as it would be most interesting to compare the trade of this port with Southern Italy before and after the annexations. The number and tonnage of the vessels employed is, unfortunately the only information I am able to give.

*Navigation.*—There has been a great increase of shipping in 1861, both as to number and tonnage, as will be seen by the following statement of the combined arrivals and departures under all flags, and including the coasting trade:—

| Years | Vessels | Tons |
|---|---|---|
| 1857..... | 14,754 | 1,391,661 |
| 1858..... | 15,549 | 1,462,278 |
| 1859..... | 16,347 | 1,614,905 |
| 1860..... | 15,668 | 1,617,569 |
| 1861..... | 18,604 | 2,216,452 |

Of the tonnage above given for 1861, more than one-half was under the Italian flag; for the coasting trade, which is included above, is almost entirely in the hands of the Italians. In the foreign trade the Italian tonnage amounts to 601,051 tons; that of all other nations being 989,266 tons, of which 232,713 are British.

The coasting trade has increased enormously, and is no doubt destined yet to increase. The combined arrivals and departures were, in 1861, vessels 11,225, tonnage 626,135, while, in 1860, they were, vessels 7,902, tonnage 307,669. This enormous increase is mainly due to the active steam communication between Genoa and the southern ports. The use of steamers in this, as in the foreign trade, is becoming more and more general ever year. There is now a steamer

for Leghorn, Naples, &c., every night, and another for Spezzia, besides one which runs three times a-week to Porto Maurizio. The Italian steam tonnage employed in the coasting trade, during 1861, is very nearly double that of the previous year—the tonnage of the Italian steamers arrived during 1860 from Italian ports having been 56,000 tons, while those of 1861 amount to more than 100,000 tons.

British shipping has also increased both in number and tonnage. The arrivals were, in—

| Years | Vessels | Tons |
|---|---|---|
| 1857..... | 232 | 71,211 |
| 1858..... | 242 | 79,565 |
| 1859..... | 260 | 99,300 |
| 1860..... | 298 | 102,394 |
| 1861..... | 319 | 125,643 |

The number of foreign vessels employed in the trade with Great Britain is also steadily on the increase, and fully keeps pace with the increase in our own tonnage. The foreign vessels, however, generally bring only coal and iron; all the more valuable imports being confided to the British steamers running from Liverpool and London. The cheap rate at which foreigners manage to man and work their ships, offers some inducements to merchants to employ them for the conveyance of comparatively valueless merchandize; but almost all goods, except coal and railway iron, can afford to pay steam freight, and as yet no steamers venture to compete with us in our own trade with this port.

Of the British vessels arrived in 1861, 90, tonnage 70,823, were steamers from England with general cargo; 180 were sailing vessels from England, almost all of them with coal or iron; 18 steamers, tonnage 3,015, and 2 sailing vessels, arrived from Italian ports; the remaining few brought various cargoes from foreign countries.

Of the British vessels cleared in 1861, 88, tonnage 70,585, were steamers on the regular lines from England to the Mediterranean, which, after discharging here the cargo brought from England, continued their homeward route with part cargo; touching Leghorn, &c., 21, tonnage 3,025, were sailing vessels, going direct home with cargo, and 10, tonnage 4,053, took the same route in ballast; 9, tonnage 2,201, cleared with cargoes, and 120, tonnage 31,335, in ballast, for foreign ports; and 18, tonnage 3,962, cleared with cargoes, and 78, tonnage 14,844, in ballast, for Italian ports.

The works for improving the port, and increasing the facilities for discharging and shipping goods, are continuing steadily, though not with the rapidity that might be desired. Most of the vessels visiting the port are still obliged to employ lighters to discharge their cargo, not being able to lie alongside the quays, which are not, as yet sufficient for the requirements of trade, nor is the water alongside of them deep enough to enable vessels of large tonnage to approach. The English steamers, for instance, must invariably discharge their cargoes into lighters, for want of accommodation at the quays. It is hoped, however, that this great defect in the port may gradually be remedied, and much has already been done, by the lengthening of the mole, and the construction of the quays at the foot of the lighthouse.

It is at these quays that nearly all the coal imported is discharged.

During the year, 2,248 lighters and 776 vessels laid alongside these quays, shipping and discharging together nearly 200,000 tons of mer-

chandize; while the other quays, in the interior of the harbour, were occupied by the small coasting trade craft, to the number of 2,380, tonnage 105,736. From the harbour registers it appears, that the number of vessels laid alongside the quays during the year surpassed those of the previous year by 427. This gives an idea of what has been done in the way of improvement; but much remains yet to be done, and it is to be hoped that the works will be pushed forward energetically.

This system of discharging by lighters acts most injuriously in many ways. It not only causes much unnecessary detention to shipping, and increases the expense of discharging cargo, but exposes the cargo itself to damage, and is the source of endless annoyance both to the shipmaster and the merchant. It is, therefore, of the greatest importance that the Government should press on the works with all speed, and continue the construction of quays round the harbour, the whole of which might be converted into one immense dock, if the prolongation of the western or outer mole were carried out some hundred yards farther.

The want of quays is also greatly felt by the passengers, who are at present obliged, in all weathers and seasons, to embark by boat, instead of being enabled, as they easily might, to walk on board. The number of passengers (civilians) embarked and landed, during 1861, was 139,529 (an increase of 22,650 over 1860), and the military numbered 148,196; and as these already large numbers will in all probability increase each year, it seems really worth while to take measures to provide them with access to the shipping, without being obliged to have recourse to open boats.

*Imports and Exports.*—The value of imports and exports, combined, are, according to the Custom-house registers, for 1861—

| | | £ |
|---|---|---|
| By sea | Imports | 11,498,792 |
| | Exports | 3,342,388 |
| By land | Imports | 1,042,496 |
| | Exports | 2,064,544 |
| Total | | 17,948,220 |

The figures for 1860 were—

| | | £ |
|---|---|---|
| By sea | Imports | 11,592,200 |
| | Exports | 4,718,314 |
| By land | Imports | 1,162,328 |
| | Exports | 2,410,456 |
| Total | | 19,820,328 |

So that, according to the Custom-house registers, it would seem as if the trade had declined. In reality, however, as I have already said, it has increased, though it is impossible to state exactly to what extent, since the value of the trade with Southern Italy cannot be had.

To realize, however, the fact of the increase, it will be sufficient to observe, that the land traffic, even although it no longer includes the commerce with Tuscany, the Duchies, &c., has but little diminished in its apparent amount; and that, with respect to the sea-borne trade, if the very large increase of shipping shown by the navigation returns were not sufficient proof of its prosperity, it would only be necessary to deduct the Neapolitan imports and exports from the totals of both years, and a considerable balance would then appear in favour of 1861.

This would clearly show the increased trade of that year, as, although the exact figures are not attainable, every one knows that the trade with Southern Italy since the annexation has been considerably greater than before. The combined imports and exports, by sea, of 1860, were 14,635,732*l.*, while those of 1861 were 14,793,420*l.*, which would give a balance of 157,658*l.* in favour of 1861.

The following is a comparison of the respective values of the imports and exports during the year 1861, and the four preceding years, from and to the countries with which Genoa holds the most active commercial intercourse :—

Imports in £ Sterling.

| From | 1857 | 1858 | 1859 | 1860 | 1861 |
|---|---|---|---|---|---|
| | £ | £ | £ | £ | £ |
| England | 2,502,732 | 2,620,168 | 2,754,844 | 3,715,844 | 4,476,576 |
| France { by sea | 1,310,488 | 1,510,688 | 2,433,396 | 3,204,844 | 2,792,088 |
| France { by land | 31,620 | 30,284 | 31,704 | 57,708 | 73,260 |
| Switzerland | 1,446,280 | 1,142,664 | 1,103,248 | 948,208 | 868,824 |
| United States | 743,216 | 571,648 | 833,188 | 830,188 | 428,980 |
| Russia | 552,008 | 693,176 | 771,616 | 575,896 | 375,792 |
| Holland | 385,756 | 363,684 | 427,748 | 465,128 | 495,044 |
| Two Sicilies | 415,012 | 416,124 | 462,624 | 398,772 | .. |
| Tuscany | 680,620 | 685,544 | 770,872 | .. | .. |

Exports in £ Sterling.

| To | 1857 | 1858 | 1859 | 1860 | 1861 |
|---|---|---|---|---|---|
| | £ | £ | £ | £ | £ |
| Two Sicilies | 656,184 | 665,988 | 767,444 | 1,260,800 | .. |
| Tuscany | 689,548 | 865,540 | 743,296 | .. | .. |
| Switzerland | 834,920 | 839,264 | 788,252 | 778,780 | 706,840 |
| Austria { by sea | 137,920 | 301,472 | 107,188 | 131,748 | 125,516 |
| Austria { by land | 980,556 | 940,480 | 985,848 | 853,420 | 608,576 |
| France { by sea | 526,516 | 366,532 | 421,828 | 646,292 | 837,560 |
| France { by land | 188,576 | 172,076 | 81,572 | 115,928 | 124,544 |
| South America | 325,920 | 383,928 | 470,200 | 578,420 | 422,236 |
| Roman States | 262,904 | 391,576 | 352,944 | 347,384 | 381,224 |
| Turkey | 272,640 | 454,200 | 437,860 | 337,828 | 70,800 |
| England | 220,172 | 179,204 | 182,792 | 267,868 | 210,820 |

The annexed Tables give the imports and exports during the year by way of sea, specifying the most important articles, and the countries from which and to which exported :—

## Imports by Way of Sea—1861.

| Names of Articles | England | France | Turkey | Holland | United States | Russia | South American Republics | Other Places | Total Value in francs | Total Value in £ Sterling | Weights, Measures, or Value | Total Quantities | Quantities entered for Home Consumption |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | fr. | fr. | fr. | fr. | fr. | fr. | fr. | fr. | fr. | £ | | | |
| Wines and Spirits | 45,500 | 6,903,900 | 135,900 | 23,900 | 68,800 | ... | 2,300 | 6,308,100 | 13,488,400 | 539,536 | Hect. | 224,806 | 142,854 |
| Coffee | 1,648,300 | 923,200 | 1,600 | 1,448,000 | 26,500 | ... | 552,600 | 4,515,300 | 9,115,500 | 364,620 | Kilos | 6,077,000 | 3,608,993 |
| Sugar, refined | 2,695,200 | 4,686,500 | ... | 8,440,800 | 203,700 | ... | ... | 2,749,000 | 18,775,200 | 751,000 | ,, | 20,861,333 | 20,444,829 |
| Sugar, unrefined | 1,617,800 | 400,400 | ... | 849,500 | 23,900 | ... | 374,600 | 3,862,800 | 7,134,000 | 285,360 | ,, | 8,917,500 | |
| Essences, Juices, &c. | 2,196,800 | 3,785,400 | 239,900 | 245,700 | 1,728,600 | ... | 461,800 | 2,496,400 | 11,154,600 | 446,184 | Value | ... | ... |
| Hides and Skins (all sorts) | 2,766,500 | 339,100 | 224,300 | 191,700 | 321,100 | 64,600 | 2,766,500 | 2,834,800 | 9,508,600 | 380,344 | Kilos | 3,803,444 | 3,235,156 |
| Spun Hemp and Thread | 3,427,200 | 97,400 | ... | 21,300 | ... | ... | ... | 7,000 | 3,552,900 | 142,116 | ,, | 1,184,300 | 976,776 |
| Cotton, raw | 5,037,100 | 1,536,600 | 82,100 | ... | 6,728,500 | ... | ... | 2,881,500 | 16,265,800 | 650,632 | ,, | 10,843,866 | 10,784,611 |
| Cotton Yarns | 6,466,400 | 53,600 | ... | ... | ... | ... | ... | 40,900 | 6,560,900 | 262,436 | ,, | 2,624,360 | 1,066,894 |
| Cotton, Manufactures of | 17,950,600 | 7,194,400 | ... | 19,600 | 57,200 | ... | 1,900 | 136,000 | 25,359,700 | 1,014,388 | Value | ... | ... |
| Wool, raw | 2,204,100 | 2,075,700 | 1,710,800 | 21,000 | 774,000 | 1,227,800 | 1,619,600 | 6,040,500 | 15,682,500 | 627,300 | Kilos | 6,273,000 | ... |
| Wool, Manufactures of | 14,922,600 | 6,488,400 | 100 | 1,000 | 2,000 | ... | 10,100 | 245,000 | 21,689,200 | 867,568 | ,, | 1,084,460 | 251,145 |
| Silk, raw | 939,800 | 2,345,800 | 465,500 | ... | ... | ... | ... | 1,016,700 | 4,767,800 | 190,712 | ,, | 79,463 | 79,254 |
| Silk, Manufactures of | 1,820,700 | 6,756,300 | 300 | 2,200 | ... | ... | 11,100 | 52,200 | 8,642,800 | 345,712 | ,, | 86,425 | 22,808 |
| Wheat | 3,600 | 353,500 | 7,038,200 | ... | ... | 7,700,500 | ... | 1,184,800 | 16,280,600 | 651,224 | Hect. | 814,030 | 808,264 |
| Machinery | 1,131,200 | 816,900 | ... | 22,000 | 5,900 | ... | 200 | 29,700 | 2,005,900 | 80,236 | Value | ... | ... |
| Hardware, Arms, &c. | 849,800 | 2,183,300 | 69,300 | 94,300 | 100 | 49,400 | 46,800 | 3,402,800 | 6,695,800 | 267,832 | ,, | ... | ... |
| Cast Iron, pig & rail chairs | 3,423,900 | 123,000 | ... | 108,800 | 71,000 | ... | 99,000 | 4,100 | 3,834,800 | 153,392 | Tons | 31,956 | all |
| Cast Iron, Manufactures of | 935,600 | 950,300 | ... | 133,800 | ... | ... | ... | 1,371,400 | 3,400,100 | 136,004 | ,, | 8,500 | 1,995 |
| Wrought Iron, rod, bar, and rails | 5,790,800 | 90,000 | ... | 4,300 | 1,600 | ... | ... | 1,406,900 | 7,293,600 | 291 744 | ,, | 20,838 | 14,572 |
| Wrought Iron, Manufs. of | 2,915,100 | 828,200 | ... | 22,100 | 10,000 | 200 | 2,900 | 564,200 | 4,342,700 | 173,708 | ,, | 5,428 | 2,555 |
| Copper, unwrought | 1,500,400 | 572,900 | ... | 1,300 | ... | ... | 1,300 | 63,400 | 2,139,300 | 85,572 | Kilos | 855,720 | 675,394 |
| Copper, wrought | 3,149,800 | 362,100 | ... | 10,400 | ... | ... | ... | 27,900 | 3,550,200 | 142,008 | ,, | 1,014,342 | 41,198 |
| Coke and Coal | 8,326,300 | 436,700 | ... | ... | ... | ... | ... | 86,800 | 8,849,800 | 353,992 | Tons | 221,245 | all |
| Other articles not specified above | 20,124,300 | 19,489,600 | 2,044,600 | 714,400 | 696,600 | 352,300 | 1,310,600 | 12,646,700 | 57,379,100 | 2,295,164 | ... | ... | ... |
| Total | 111,914,400 | 69,802,200 | 12,012,600 | 12,376,100 | 10,724,500 | 9,394,800 | 7,261,300 | 53,983,900 | 287,469,800 | 11,498,792 | ... | ... | ... |

## Exports by Way of Sea—1861.

| Names of Articles | To England | To France | To Roman States | To United States | To Austria | To Brazils | To South American Republics | To other Places | Total Value in francs | Total Value in £ Sterling | Weights, Measures, or Value | Total Quantities | Home Produce |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | fr. | fr. | fr. | fr. | fr. | fr. | fr. | fr. | fr. | £ | | | |
| Wines and Spirits | 17,600 | 136,700 | 62,600 | 9,600 | 10,500 | 86,300 | 1,042,100 | 1,250,700 | 2,616,100 | 104,644 | Hect. | 43,601 | 5,856 |
| Olive Oil | 558,500 | 169,900 | 500 | 326,100 | 232,300 | 28,800 | 858,500 | 700,800 | 2,875,400 | 115,016 | Kilos | 1,916,933 | 742,909 |
| Colonials | 268,700 | 598,400 | 402,400 | 13,800 | 462,100 | 367,300 | 591,100 | 1,692,800 | 4,406,600 | 176,264 | Value | ... | ... |
| Fruits, Seeds, &c. | 92,200 | 471,600 | 14,400 | 43,400 | 174,700 | 65,700 | 287,100 | 471,300 | 1,620,700 | 64,828 | ,, | ... | ... |
| Cheese and Butter | 31,600 | 222,300 | 391,400 | 3,200 | ... | 2,200 | 214,100 | 175,900 | 1,040,700 | 41,628 | Kilos | 520,350 | 360,210 |
| Hides and Skins | 228,700 | 413,800 | 86,700 | ... | 347,200 | ... | 2,100 | 1,883,400 | 2,961,900 | 118,476 | ,, | 1,184,760 | 128,901 |
| Manufactures of Hemp & Flax | 102,800 | 3,219,500 | 14,600 | 200 | 1,800 | 67,900 | 797,000 | 679,600 | 4,883,400 | 195,336 | Value | ... | ... |
| Manufactures of Cotton | 108,200 | 53,000 | 93,800 | 2,000 | ... | 11,200 | 124,100 | 345,600 | 737,900 | 29,516 | ,, | ... | ... |
| Manufactures of Wool | 206,600 | 553,300 | 1,519,000 | ... | ... | 4,700 | 35,800 | 3,832,600 | 6,152,000 | 246,080 | ,, | ... | ... |
| Manufactures of Silk, piece gds. | 221,300 | 537,700 | 355,200 | ... | ... | 94,800 | 336,500 | 1,034,000 | 2,579,500 | 103,180 | Kilos | 25,795 | 17,384 |
| Other Manufactures of Silk | 50,300 | 2,274,700 | 127,000 | ... | 300 | 800 | 202,200 | 800,000 | 3,455,300 | 138,212 | Value | ... | ... |
| Wheat | ... | 1,344,100 | 4,400 | ... | ... | ... | ... | 391,000 | 1,739,500 | 69,580 | Hect. | 86,975 | 63,205 |
| Rice | 81,000 | 4,535,700 | 142,000 | ... | ... | 9,200 | 100,500 | 541,800 | 5,410,200 | 216,408 | Kilos | 13,525,500 | ... |
| Paper | 205,900 | 102,100 | 1,400 | 253,900 | ... | 241,200 | 1,234,500 | 850,300 | 2,889,300 | 115,572 | ,, | 1,444,650 | ... |
| Coral (not mounted) | 317,500 | 231,700 | 100 | ... | ... | 24,000 | 18,900 | 216,700 | 808,900 | 32,356 | ,, | 13,482 | ... |
| Hats of all sorts | 2,800 | 150,800 | 1,800 | 17,100 | ... | 308,800 | 1,008,000 | 162,000 | 1,651,300 | 66,053 | ,, | 330,260 | ... |
| Gold Jewelry | 14,400 | 9,500 | 744,100 | ... | ... | ... | 23,500 | 1,177,000 | 1,968,500 | 78,740 | ,, | 562 | ... |
| Marble and other Stone | 167,700 | 156,300 | 116,500 | 73,400 | 18,400 | 118,700 | 484,100 | 577,800 | 1,712,900 | 68,516 | ... | ... | ... |
| Other articles not specifically enumerated above | 2,194,700 | 5,847,900 | 5,452,700 | 729,300 | 1,890,600 | 416,400 | 3,195,500 | 13,992,500 | 34,049,600 | 1,361,984 | ... | ... | ... |
| Total | 5,270,500 | 20,939,000 | 9,530,600 | 1,472,000 | 3,137,900 | 1,878,000 | 10,555,900 | 30,775,800 | 83,559,700 | 3,342,388 | ... | ... | ... |

With regard to the traffic by way of land, I have not thought it necessary to go into so much detail. The following are the totals:—

IMPORTS BY LAND.

| | francs. | |
|---|---|---|
| From Austria | 1,513,700 | |
| „ Duchies | 543,400 | |
| „ France | 1,831,500 | |
| „ Switzerland | 21,720,600 | |
| „ Divers | 453,100 | |
| Total francs.. | 26,062,400 | = £1,042,496 |

EXPORTS BY LAND.

| | francs. | |
|---|---|---|
| To Austria | 15,214,400 | |
| „ Duchies | 14,878,400 | |
| „ France | 3,113,600 | |
| „ Switzerland | 17,671,000 | |
| „ Divers | 736,200 | |
| Total francs.. | 51,613,600 | = £2,064,544 |

The imports by land consist almost entirely of manufactures of cotton, wool,and silk, for re-exportation. From Switzerland, especially, there is a large annual importation of cotton and woollen goods, in which articles Switzerland may one day, when the communications are made easier, become a serious rival to us.

The exports by way of land are also chiefly cotton, and cotton and woollen goods; the exports to Switzerland including also some raw silk, and those to Austria sugar and articles of colonial produce.

In the imports by sea, England holds, as usual, infinitely the first place, and has this year again increased very largely; the imports from England were, in—

| | £ |
|---|---|
| 1857 | 2,502,732 |
| 1858 | 2,620,168 |
| 1859 | 2,754,464 |
| 1860 | 3,715,844 |
| 1861 | 4,476,576 |

which shows that the increase is not only large, but steadily progressing.

The imports from France have fallen off, from 3,204,844*l.*, in 1860, to 2,792,088*l.*, in 1861. The articles of French import, in which there has been the greatest decline, are: wine, of which the import, in 1860, was for upwards of 11 millions of francs, against less than 7 millions in 1861, and hardware, 7 millions in 1860, against two in 1861.

The imports from the United States have, of course, decreased very much in consequence of the war: they were, in 1860, 829,520*l.*, while, in 1861, they were only 428,980*l.* The import of cotton from the United States, in 1860, was for 638,568*l.*, while, in 1861, the value was only 30,960. Tobacco also fell from 158,000*l.* to 19,128*l.*; and these are the two chief articles of import from the United States.

The imports from Belgium have increased about 5 millions of francs; the increase being for 2 millions in sugar, and for nearly other 2 millions in manufactures of iron.

The imports of grain from Russia have fallen off from 13 millions to about 7, whereas there has been a greatly increased import of wheat from Turkey.

The articles in which there has been the greatest increase in the total quantities imported are: wool and manufactures of wool, of which the import, in 1861, was for 15½ millions of francs and 21½ millions respectively, against 6 and 11 millions in 1860. Wheat has also increased from 14 millions to 16; coffee from 8 to 9; sugar from 23 to 26; and all the metals and their manufactures have increased largely. Yarns also have increased, though cotton goods have somewhat fallen off. There has, of course, been a great diminution in the import of raw cotton—the import of 1861 having been only 45,329 bales, against 80,035 in 1860. Of hides and skins, of all sorts, the value imported, in 1861, was only 9½ millions francs, against 15½ millions in 1860. The import of oils (not olive), in 1860, was 10 millions of francs' worth, against 17 in 1860, and of hardware, 6½ millions, against 11½. The importation of tobacco, on Government account, has only been for about a million, while, in 1860, 4 millions of francs worth were imported from America.

The articles of British import, which have increased in 1861, are—yarns, of which 6½ millions francs' worth were imported, against 4½ in 1860; wool, 2 millions, against one in 1860; manufactures of wool, which have risen from about 2 millions to 15; machinery, of which the imports of 1861 is about double that of 1860; and all the metals and their manufactures. Copper, especially, has risen from 1½ million to 4½, in consequence of the great demand for copper bolts for the use of the Government building yards. The import of coal is about stationary at the large amount of 1860 (upwards of 200,000 tons). Hempen thread, cotton and cotton goods, and hardware, have somewhat fallen off, but these are the only articles of import from Great Britain which have decreased, and the extent to which they have fallen off is but slight.

In the export by sea, there has been a considerable falling off. The exports to England, in 1860, were 267,868*l.*, against 210,820*l.*, in 1861. For South America, 578,420*l.*, against 422,236*l.* For Turkey, in 1860, 337,828*l.*, against 70,800*l.*, in 1861. The exports to France have increased from 646,292*l.*, in 1860, to 837,560*l.*, in 1861; and those to the Brazils, Roman States, Greece, Spain, and some other places, have also increased somewhat, but the total result shows a diminished export trade. The diminution is, however, not so much in the articles of native produce as in those of foreign import, of which the re-exportation has been smaller than in the previous year. The chief falling off has been in the export of hides and skins of all sorts, coffee, sugar, and other colonials, hardware, cotton, wool and manufactures of wool, and tobacco. Of the articles of native produce, those of which the export has diminished, are rice and vermicelli, but fruits, seeds, &c., cheese, cordage, silk, and marble, have increased.

There have been some slight modifications and explanations of the Customs' tariff, but no alteration of any importance has been made during the year.

A new set of Custom-house regulations was published about the middle of 1861, but it has been abolished and superseded by the fresh one which received the Royal sanction on the 20th September, 1862. The former one had been very much found fault with by the Chambers of Commerce of most of the important towns in Italy, and especially by that of Genoa—the present one, it appears, is more approved, but as yet it is of too recent date to be able fully to judge of its working.

The rates of Exchange for bills on London have varied from 25 fr. 25 c. at 3 months and 25 fr. 48 c. at sight—the highest on the 6th September to 24 fr. 90 c. at 3 months—the lowest on 20th February,

and 25 fr. 22 c. at sight on 1st May. The rates at the end of each of of the 12 months were as follows:—

| | At 3 Months. | | | At Sight. | |
|---|---|---|---|---|---|
| | fr. | c. | | fr. | c. |
| 31st January | 24 | 93 | .... | 25 | 35 |
| 31st February | 24 | 95 | .... | 25 | 40 |
| 31st March | 25 | 06 | .... | 25 | 45 |
| 30th April | 25 | 00 | .... | 25 | 25 |
| 31st May | 25 | 06 | .... | 25 | 40 |
| 30th June | 25 | 00 | .... | 25 | 38 |
| 31st July | 25 | 07 | .... | 25 | 35 |
| 31st August | 25 | 20 | .... | 25 | 48 |
| 30th September | 25 | 20 | .... | 25 | 45 |
| 31st October | 25 | 19 | .... | 25 | 40 |
| 30th November | 25 | 17 | .... | 25 | 35 |
| 31st December | 25 | 16 | .... | 25 | 38 |

In consequence of the fluctuations of the rate of discount in London, the lowest price of short paper does not correspond with the lowest price at 3 months: for instance, on the 20th February, when London at 3 months stood at only 24 fr. 90 c., the Exchange at sight was 25 fr. 28 c., or at $\frac{1}{4}$ per cent. higher than on the 1st of May, when 3 months bills were 24 fr. 98 c. The Bank rate of discount was—

| | | |
|---|---|---|
| From January 1 to 3 | 6 | per cent. |
| „ „ 4 to 10 | 5½ | „ |
| „ „ 11 to March 23 | 7 | „ |
| „ March 25 to June 5 | 6 | „ |
| „ June 6 to July 31 | 7 | „ |
| „ August 1 to September 15 | 6 | „ |
| „ September 16 to October 2 | 5½ | „ |
| „ October 3 to November 29 | 6½ | „ |
| „ November 30 to December 31 | 5½ | „ |

Genoa, November, 1862.

## GENOA.

*Report by Mr. Consul Brown, on the Trade and Navigation at Genoa, for the year* 1862.

*Navigation.*—The general movement of shipping during 1862, again shows an increase over previous years as will be seen by the following statement of the combined arrivals and departures under all flags, and including the coasting trade.

| | Vessels. | | Tons. |
|---|---|---|---|
| 1858..... | 15,549 | .. | 1,462,278 |
| 1859..... | 16,347 | .. | 1,614,905 |
| 1860..... | 15,668 | .. | 1,617,569 |
| 1861..... | 18,604 | .. | 2,216,452 |
| 1862..... | 18,735 | .. | 2,280,614 |

This increase is due, however, to the great activity of the coasting trade, and not to any increase in the foreign trade, which has, on the contrary, been somewhat slack.

The total number of British vessels arrived in 1862, was 364; 154,550 tons, against 319; 125,643 tons in 1861.

The French arrivals in 1862 were, (including coasting trade) 952; 262,009 tons, against 863; 226,956 tons, in 1861.

The total number under the Italian flag was, in 1862, 7,478; 508,247 tons, against 6,468; 513,898 tons in 1861.

As will be seen by the accompanying shipping returns, the total number of ships entered in 1862, exclusive of the coasting trade, was 2,900; 681,596 tons; whereas the same return (No. 2) for 1861, gave the arrivals at 3,802; 805,921 tons, which would appear an immense falling off; it is necessary, however, to explain that until the beginning of 1862, it was not the practice to enter the vessels trading with Naples and Sicily, in the Coasting Trade Returns, and that these vessels have now for the first time been carried into return No. 4, and that it is to this change that a considerable part of the falling off is to be attributed, although as will be shown in a later part of this report, it is a fact that the foreign trade has not been as active as usual during the year.

The impulse given to the coasting trade by the formation of the Italian kingdom is immense. The number of steamers which has quite recently been built for this trade shows at once how great a stimulus it has received. Five years ago there were only 8 to 10 small steamers belonging to this port, whereas at the end of 1862, the firm of Rubattino and Co., had 12 steamers, of 4,830 tons, in active service, and 3 of 2,200 tons being built for them. Messrs. Accosato Peirano had 10 steamers, of 4,890 tons in service, and 6 building, and Messrs. Zuccoli and Co. had 8 steamers in active service, besides which there were other steamers belonging to the minor firms. The greater part, if not all, of these steamers were built in England, and many of them are magnificent vessels. The line of Messrs. Accosta and Co., is employed exclusively on the Italian coasts, having a daily boat to Leghorn, Naples, &c., and one once a week round the whole Peninsula, to Ancona. Those of Messrs. Rubattino and Co., to Leghorn, &c., and perform the postal service to the Islands of Sardinia, Elba, &c., running once a fortnight to Tunis. Messrs. Zuccoli have daily steamers to Leghorn, Spizia, and Porto Maurigio, and twice a week to Nice. All these steamers find ample employment, and appear to be able to work at remunerative rates, in spite of the very active competition of the French lines.

The total number of vessels entered in the coasting trade during the year was 6,475; 460,590 tons, and cleared 6,685; 493,760 tons. The

great mass of this shipping was under the Italian flag ; the Italian vessels entered alone having been 1,075 steamers, of 146,244 tons, and 5,043 sailing vessels of 204,316 tons. The only serious rivals the Italians have in the coasting trade are the French, who, although they have as yet no treaty rights to justify their engaging in this trade, have been permitted to do so ever since the annexations. The entries under the French flag were 315 steamers, of 105,096 tons, and 17 sailing vessels of 1,089 tons.

The total tonnage entered and cleared in the coasting trade in 1862, was as above stated, 954,350, while that of 1861 was only 451,292, so that though the foreign trade of the year has fallen off, a compensation has been had in the enormous increase in the home trade. The increase in the steamers employed in this trade is especially worthy of remark, having been 2,745 ; 502,680 tons ; (entered and cleared) in 1862, against only 1,344 ; 186,097 tons, in 1861.

The British shipping trading with Genoa continues to increase both in number and tonnage, as will be seen by the following statement of British vessels arrived in

| | No. | | Tonnage. |
|---|---|---|---|
| 1858..... | 242 | .... | 79,565 |
| 1859..... | 260 | .... | 99,300 |
| 1860..... | 298 | .... | 102,394 |
| 1861..... | 319 | .... | 125,643 |
| 1862..... | 364 | .... | 154,550 |

Of the above arrivals in 1862

| | | | | |
|---|---|---|---|---|
| 339 | Vessels of | 149,582 | Tons | brought Cargo from England. |
| 1 | „ | 78 | „ | Ballast from ditto. |
| 21 | „ | 3,897 | „ | Cargo from Foreign Ports. |
| 2 | „ | 557 | „ | Ballast from ditto. |
| 1 | „ | 436 | „ | Entered in Coasting Trade. |
| 364 | Vessels of | 154,550 | Tons. | |

Of those from England, 138 : 101,728 tons, were steamers, and 12 ; 2,580 tons, were sailing vesssels, bringing general cargoes of valuable merchandize from Liverpool and London, 160 vessels, 42,370 tons, brought coal and iron ; and 19 ; 1,987 tons, brought fish.

The cargoes from foreign ports were general cargoes from Antwerp and other Northern ports, a few chance cargoes of grain from the Black Sea ; one of mahogany, from beyond seas ; and one from New York, consisting of 800 bales of cotton.

The British vessels cleared in the foreign trade were 291 ; 140,382 tons ; of which 179 ; 107,987 tons, figure in the returns as having taken cargo. Of these, however, 138 ; 101,728 tons, were steamers on the regular lines from Liverpool and London, which are necessarily entered as taking cargo, although as a general rule they take hardly any from hence ; their trade consisting in bringing to this port and Leghorn, articles of British produce, and taking their return cargo either from Sicily or Alexandria ; 27 British vessels, 5,254 tons, took cargo from hence direct to England ; 14 ; 4,646 tons, went home in ballast ; 58 ; 10,480 tons, were cleared in the coasting trade, that is to say, cleared from hence for other Italian ports (6 of them with their inward cargoes and the rest in ballast).

The rest of the English vessels were compelled to go to the Black Sea or other places in ballast to seek a return freight.

The harbour works are being continued, but their progress is but slow. The number of vessels enabled to discharge cargo alongside the wharves has somewhat increased, having been 3,137 ; 247,356 tonnage, against 2,800 ; 221,787 in 1861 ; but the great mass of shipping is still forced to

discharge and ship cargo by the inconvenient and expensive means of lighters. It is surprising, considering the immense importance of the subject, that more energy is not shown in modernising the harbour, and carrying out the plan of quays, alongside of which vessels may discharge and ship cargo in direct communication with the railway; several years have now elapsed since the coal quay in the north-western angle of the harbour was opened to trade; and yet, although the works for prolonging this quay and carrying round the northern side of the harbour, have been going on ever since, so little activity and energy is shown that the whole frontage of the quay is now only about 400 yards, and even of this only a part is made accessible to shipping.

One want, which had long made itself badly felt in the harbour, was a dry dock, or a slip at which vessels requiring repairs, or steamers requiring cleansing, might be taken out of the water. A slip has at length been built under Government superintendence, by Colone Chiavacci, of the Engineers. It was opened to the public at the beginning of the current year (1863), and has been incessantly in use ever since. It appears to work very satisfactorily, and the charges are moderate, and regulated by a fixed tariff approved by Government. It is built for vessels of not more than 1,000 tons register, but under favourable circumstances even a larger vessel might be taken up.

The value of the imports and exports during the year are, according to the Custom-house Registers, as follows :—

| | | |
|---|---|---|
| By Sea | Imports | £9,711,944 |
| | Exports | 3,342,940 |
| By Land | Imports | 1,319,412 |
| | Exports | 1,467,964 |
| | Total | £15,842,260 |

The figures for 1861 were—

| | | |
|---|---|---|
| By Sea | Imports | £11,498,792 |
| | Exports | 3,342,388 |
| By Land | Imports | 1,042,496 |
| | Exports | 2,064,544 |
| | Total | £17,948,220 |

The total values of the combined imports and exports by sea and land in the three previous years were—

| | |
|---|---|
| In 1860 | £19,820,328 |
| „ 1859 | 18,001,800 |
| „ 1858 | 16,853,436 |

At the first glance these figures would lead one to suppose that the trade of Genoa is in a decline, which is just the reverse of the fact. It must therefore be borne in mind that in 1858, 1859, and even in the beginning of 1860, the trade with Naples, Tuscany, the Duchies and Lombardy figured in these returns for from eighty to ninety millions of francs annually, and that the imports and exports of these countries having now fallen into the home trade, they disappear entirely from the Custom-House tables, except that small portion belonging to the Porto Francoes of Leghorn, Naples, and Messina. The fact of a decrease in the foreign trade of 1862, as compared with 1861, still remains, however, to be accounted for, and is not so easily to be disposed of. It is, however, no doubt in great part attributable to the American war, the bad effects of which have been severely felt by both the merchants and the industrials. The imports from the States have fallen from about a million of pounds a year to almost nothing; the little cotton which manufacturers still import being chiefly drawn from Liverpool, and the manufacturers, after immense efforts to keep on working, have at last (with but few

exceptions) been obliged to close their establishments. It is, however, hoped that this distress is only temporary, and that whenever cotton is again to be had at a reasonable rate they will be able to get on as well as ever—such at least would seem to be the opinion of the Chamber of Commerce, for it refused to recommend to the favourable consideration of Government a memorial for an increase of the duties on yarns and cotton stuffs which the industrials laid before it a month go, and which stated that they must be utterly ruined if they had not some protection, at any rate during these critical times, against the overpowering resources of English manufacturers. While speaking of the Chamber of Commerce, I may mention that it has not only refused the petition of the cotton spinners, but during the discussion which took place on the subject of the new Treaty with France, complaints somewhat similar to those of the cotton interest having been laid before it by the iron masters, the Chamber, though it admitted the vital importance to the country of the iron foundries and factories, and the claim that they had to its earnest solicitude, declared itself quite against any fostering of their interests by means of protective duties or restrictions, and pointed out that the only true way of serving them was to endeavour to obtain from Government the reduction or remission of the duty on all articles required by them in their factories; and this the Chamber declared itself most willing to do.

To return to the subject of the foreign trade, I find that the imports by way of sea, have fallen off from a total amount of 11,498,792*l.* in 1861 to 9,711,944*l.* in 1862. There has been a slight increase in the imports by way of land—those of 1861 having been for 1,042,496*l.* against 1,319,412*l.* in 1862; but this does not compensate for the great falling off by sea. Almost every country trading with Genoa bears its share of the total decrease above stated. From Great Britain the falling off is from 4,476,576*l.* in 1861 to 3,995,628*l.* in 1862. From France the decrease is actually nearly as great, and proportionately very much greater, having been 2,865,348*l.* in 1861 against only 2,399,032*l.* The United States have fallen off enormously, and there is also a falling off, more or less great, in the imports from Spain, Turkey, Holland, Sweden and Norway, and the Barbary coast. The only countries from which there is a somewhat increased importation being Russia, from which there is an exceptionally large import of grain—South America the imports in 60-61 had temporarily fallen off through accidental circumstances, and the Hanse Towns, from which the imports are steadily on the increase.

The articles of import in which there has been a falling off are wine, from 13 to 7,000,000 francs worth; cotton, from 16 to 3,000,000 francs; yarns, from $6\frac{1}{2}$ to $3\frac{1}{2}$; cotton manufactures, from 25 to $22\frac{1}{2}$; raw wool, from 15 to 3, manufactures of silk, from $8\frac{1}{2}$ to 4; cast iron, from 7 to 5; wrought iron, unmanufactured, and copper, unwrought, have also decreased; whereas manufactures of wrought iron and copper in bars, bolts, and sheathing, &c., have increased. The import of wheat has increased from 16 to 20,000,000 francs worth; other grain, from one to four; hemp and hempen manufactures have both increased; machinery has increased from 2 to 2,500,000 francs worth, and coal, from $8\frac{1}{2}$ to 10. The import of coal and coke in 1862 having arisen to upwards of 250,000 tons.

The exports, by way of sea, have slightly increased, the total having been in 1861 3,342,388*l.*, against 3,342,940*l.* in 1862. Those by land, on the contrary, have fallen off, having been for 2,064,524*l.* in 1861, against only 1,467,964*l.* in 1862.

The countries to which the export has increased are France, Turkey, the Hanse Towns, and the Barbary Coast, and there has been an

increased re-exportation to the Porto Franco of Naples. All other countries have either remained stationary or fallen off.

The articles of export in which there has been the most notable variation are wine, of which the export fell from 2½ million francs worth to 1½; olive oil, which fell from upwards of 2½ million to less than one million; raw cotton, yarns, and manufactures of cotton, all of which fell off largely; wheat which fell from 1½ million to 800,000 francs; and jewelery, marble, and thrown silk, in all of which there was a diminution. On the other hand there was an increase in the export of raw silk, manufactures of silk and velvet, and manufactures of hemp and linen. The export of rice rose from 5 to 8 million francs' worth, and there was also some increase in the export of woollen stuffs, hides, cheese, and butter.

The annexed Tables give the imports and exports by way of sea during the year, specifying the most important articles and the countries from which imported or to which exported. I have thought it unnecessary to go into so much detail with regard to the trade by land, but I subjoin a short statement of the land traffic.

IMPORTS BY LAND.

| | From Switzerland. | From France. | From Austria. |
|---|---|---|---|
| | Francs. | Francs. | Francs. |
| Cheese | 272,000 | 800 | .. |
| Linen and Manufacture of Thread | 320,000 | 800 | 28,700 |
| Cotton Yarns | 117,000 | .. | 300 |
| „ Manufactures | 4,755,800 | 200,400 | 33,700 |
| Raw Wool | 12,200 | 13,100 | .. |
| Manufactures of do. | 11,940,700 | 33,400 | 512,800 |
| Manufacturers of Silk | 1,186,000 | 94,500 | 34,200 |
| Haberdashery | 1,100,300 | 38,600 | 120,000 |
| Watches and Clocks | 2,014,500 | 570,700 | 22,000 |
| Other articles not enumerated above | 6,237,700 | 1,469,500 | 1,899,600 |
| | 27,904,200 | 2,429,800 | 2,651,300 |

| | | |
|---|---|---|
| Total from Switzerland | 27,904,200 | francs |
| „ France | 2,429,800 | „ |
| „ Austria | 2,651,300 | „ |
| Total Imports by land | 32,985,300 | francs, or £1,319,412 |

EXPORTS BY LAND.

| | To Switzerland. | To France. | To Austria. |
|---|---|---|---|
| | Francs. | Francs. | Francs. |
| Wines, &c. | 520,300 | 62,500 | 64,200 |
| Coffee | 374,800 | .. | 1,110,700 |
| Olive Oil | 360,200 | 86,100 | 652,400 |
| Indigo | .. | .. | 584,100 |
| "Chemicals" | 462,600 | .. | 866,700 |
| Raw Silk | 1,804,900 | 826,400 | .. |
| Sugar | 722,100 | .. | 2,640,200 |
| Cotton Manufactures | 5,821,400 | 17,200 | 1,412,400 |
| Wool do. | 2,608,800 | 42,500 | 1,354,100 |
| Silk do. | 1,004,600 | 120,600 | 2,540,300 |
| Articles not enumerated | 3,567,100 | 1,327,000 | 5,745,100 |
| | 17,246,800 | 2,482,300 | 16,970,000 |

| | | |
|---|---|---|
| Total to Switzerland | 17,246,800 | francs. |
| „ France | 2,482,300 | „ |
| „ Austria | 16,970,000 | „ |
| Total | 36,699,100 | francs, or £1,467,964 |

*British Trade.*—As I have already stated, the imports from Great Britain have fallen from 4,476,576*l.* in 1861 to 3,995,628*l.* in 1862. The exports to England have also fallen off; the total value having been 210,820*l.* in 1861 against 195,940 in 1862. The articles of British import which have fallen off are indigo, of which only 712,000 francs' worth were imported against 1½ million in 1861; hempen thread and linen stuffs, both of which have decreased slightly; raw cotton, which fell from five million to less than three, even though nearly the whole supply imported was drawn from Liverpool; yarns, of which the import was but one-half of that of the previous year; wool, which fell from upwards of two million francs worth to less than one million; and woollen manufactures, of which about ten million francs' worth were imported against fifteen million in 1861. It would appear from the increased import of woollen stuffs from or through Switzerland, that the greater facility which now exists for bringing goods from Switzerland, is inducing the trade to import from thence instead of from England. There has been a considerable increase in the import of English coal, and there is every probability of the demand continuing to increase. The import of machinery, manufacture of wrought iron, copper sheathing, and copper bars, bolts, &c., have also increased, owing to the large supplies of these articles required for the Government dock yards. The import of fish of English cure has also somewhat increased, whereas I observe that French fish has somewhat fallen off.

The exports to England have fallen off considerably. Olive oil, raw silk, sewing silk, paper, coral, and marble have fallen off. The articles in which there has been some increase are fruits, seeds, &c.; cheese, rice, vermicelli, and manufactures of woods (chiefly gunstocks).

Some slight modifications and explanations of the Custom's tariff have been issued, but no alteration of any importance was made during 1862.

The Treaty of Commerce and Navigation with France does not belong to the year 1862; and besides it has not yet been approved by the Parliament; I will, therefore, only mention that it has been warmly discussed in the Chamber of Commerce of this place, but finally the Chamber voted its approbation, purely and simply without any comment.

The rates of exchange for bills on London have varied from 25 francs, 19 at 3 months, and 25·33 francs, at sight, the highest on the 28th August to 25.02 francs, at three months, and 25.16 francs, at sight, the lowest on the 13th February.

The rates at the end of each of the 12 months were as follows:—

| | At 3 months. Francs. | At sight. Francs. |
|---|---|---|
| 31st January | 25.10 | 25.23 |
| 28th February | 25.05 | 25.28 |
| 31st March | 25.13 | 25.31 |
| 30th April | 25.14 | 25.32 |
| 31st May | 25.06 | 25.26 |
| 30th June | 25.09 | 25.30 |
| 31st July | 25 14 | 25.27 |
| 31st August | 25.17 | 25.30 |
| 30th September | 25.13 | 25.27 |
| 31st October | 25.12 | 25.26 |
| 30th November | 25.05 | 25.24 |
| 31st December | 25.05 | 25.26 |

The Bank Rate of Discount was 5 per cent. during the chief part of the year, and varied but little.

Genoa, June 22nd, 1863.

RETURN OF THE IMPORTS BY SEA AT THE PORT OF GENOA IN THE YEAR 1862.

| Names of Articles. | From England. | From France. | From Turkey. | From Holland. | From Russia. | From Spain. | From Belgium. | From South American Republics. | From other places. | Total value in Francs. | Total value in £ sterling. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Wines and spirits ..... | 426,500 | 3,749,200 | 71,400 | 3,600 | .. | 2,574,900 | 19,400 | 20,600 | 843,500 | 7,709,100 | £308,364 |
| Coffee ..... | 2,184,000 | 1,135,600 | 7,400 | 1,516,200 | .. | 436,000 | 316,300 | 445,100 | 3,100,700 | 9,141,600 | 365,664 |
| Sugar—refined ..... | 2,361,300 | 7,010,700 | .. | 5,929,300 | .. | 153,700 | 1,514,800 | 214,800 | 1,221,400 | 18,336,000 | 733,440 |
| „ unrefined ..... | 2,396,600 | 448,200 | .. | 986,000 | .. | 240,000 | 195,900 | 453,500 | 2,925,300 | 7,645,500 | 305,820 |
| Essences, vegetable juices, &c. ..... | 2,641,800 | 3,954,200 | 312,000 | 280,100 | .. | 436,800 | 118,600 | 514,100 | 2,610,900 | 10,868,500 | 434,740 |
| Hides and skins of all sorts | 1,588,100 | 384,000 | 58,000 | 42,700 | 10,800 | 32,900 | 1,300 | 6,052,900 | 1,389,700 | 9,560,400 | 382,416 |
| Spun hemp and thread .. | 2,823,300 | 48,000 | .. | 100 | .. | .. | 3,300 | .. | 600 | 2,875,300 | 115,012 |
| Cotton—raw ..... | 2,755,300 | 504,600 | .. | .. | .. | .. | .. | .. | 23,600 | 3,283,500 | 131,340 |
| „ yarns ..... | 3,497,900 | 16,600 | .. | .. | .. | .. | .. | .. | 77,900 | 3,592,400 | 143,696 |
| „ manufactures of | 17,849,900 | 4,732,700 | .. | .. | .. | .. | .. | .. | 70,900 | 22,653,500 | 906,140 |
| Wool—raw ..... | 88,300 | 785,300 | 128,400 | 200 | 3,700 | 27,300 | 700 | 632,400 | 1,772,300 | 3,438,600 | 137,544 |
| „ manufactures of.. | 9,750,100 | 4,266,400 | .. | 3,100 | 900 | 1,800 | ... | 700 | 97,100 | 14,120,100 | 564,804 |
| Silk—raw ..... | 247,800 | 2,563,800 | 60,800 | .. | .. | .. | 50,000 | .. | 1,457,700 | 4,380,100 | 175,204 |
| „ manufactures of .. | 1,108,600 | 2,956,800 | 400 | .. | .. | .. | 900 | 600 | 34,700 | 4,102,000 | 164,080 |
| Wheat ..... | .. | 210,000 | 4,506,100 | .. | 15,155,000 | 192,600 | .. | .. | 504,700 | 20,568,400 | 822,736 |
| Machinery ..... | 1,714,500 | 775,100 | .. | .. | .. | .. | 37,200 | .. | 12,300 | 2,539,100 | 101,564 |
| Hardware, arms, &c..... | 511,900 | 499,100 | .. | 1,000 | .. | 1,000 | 5,000 | 800 | 15,600 | 1,067,400 | 42,696 |
| Cast iron—pig, railway chair ..... | 1,828,900 | 200 | .. | 3,600 | .. | .. | .. | 2,600 | 117,000 | 1,952,300 | 78,092 |
| „ manufactures of | 1,129,200 | 230,800 | .. | .. | .. | .. | 910,500 | .. | 1,100 | 2,271,600 | 90,864 |
| Wrought iron—rod, bar, and rails ..... | 6,075,100 | 49,200 | .. | 2,000 | .. | .. | 50,000 | .. | 27,700 | 6,204,000 | 248,160 |
| „ manufactures of | 3,003,100 | 1,551,100 | .. | 4,500 | .. | 100 | 613,200 | 1,900 | 38,200 | 5,212,100 | 208,484 |
| Copper—unwrought .... | 854,600 | 153,300 | .. | .. | .. | .. | 2,400 | 51,400 | 56,000 | 1,117,700 | 44,708 |
| „ wrought ..... | 3,262,100 | 239,800 | .. | 14,300 | .. | .. | .. | 10,300 | 6,000 | 3,532,500 | 141,300 |
| Coke and coal..... | 9,592,800 | 510,300 | .. | .. | .. | .. | .. | .. | 26,500 | 10,129,600 | 405,184 |
| Other articles not specifically enumerated above | 22,266,000 | 20,743,500 | 4,123,200 | 842,100 | 985,700 | 1,729,200 | 529,100 | 1,702,800 | 13,575,700 | 66,497,300 | 2,659,892 |
| Totals ..... | 99,890,700 | 57,548,500 | 9,267,700 | 9,628,800 | 16,156,100 | 5,826,600 | 4,368,600 | 10,104,500 | 30,007,100 | 242,798,600 | £9,711,944 |

RETURN OF EXPORTS BY SEA AT THE PORT OF GENOA FOR THE YEAR 1862.

| Names of Articles. | To England. | To France. | To Roman States. | To Spain. | To United States. | To Austria. | To Turkey. | To South American Republics. | To other places. | Total Value in Francs. | Total Value in £ sterling. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Wines and spirits ..... | 90,600 | 91,300 | 14,900 | 55,300 | 2,000 | 22,700 | 62,300 | 852,000 | 188,500 | 1,379,600 | £55,184 |
| Olive oil ..... | 84,900 | 109,900 | 2,700 | 100 | 3,700 | 88,400 | 12,600 | 372,000 | 312,300 | 986,600 | 39,464 |
| Coffee and other colonials | 351,000 | 798,000 | 990,600 | 265,700 | 21,000 | 320,400 | 722,200 | 798,900 | 2,817,900 | 7,085,700 | 283,428 |
| Fruits, seeds, &c..... | 106,300 | 382,600 | 16,000 | 12,700 | 22,100 | 112,500 | 36,300 | 253,700 | 459,200 | 1,401,400 | 56,056 |
| Cheese and butter ..... | 44,500 | 361,000 | 375,600 | 3,200 | 4,600 | 500 | 59,500 | 143,100 | 118,300 | 1,110,300 | 44,412 |
| Fish—salt, dried, &c..... | 5,600 | 32,800 | 34,900 | 3,300 | 300 | 400 | 70,500 | 56,000 | 70,100 | 273,900 | 10,956 |
| Hides ..... | 256,700 | 523,300 | 82,000 | 382,500 | 983,000 | 420,400 | 15,600 | 8,800 | 1,981,100 | 4,653,400 | 186,136 |
| Tissues of hemp and flax. | 61,700 | 82,700 | 225,600 | 29,100 | 100 | .. | 31,100 | 24,600 | 225,100 | 680,000 | 27,200 |
| Other manufactures of „ | 112,300 | 3,510,000 | 47,100 | 366,500 | .. | 3,200 | 32,400 | 583,100 | 325,900 | 5,010,500 | 200,420 |
| Tissues of cotton ..... | 103,700 | 178,300 | 1,742,800 | 8,700 | 3,400 | 4,400 | 90,600 | 186,300 | 3,350,500 | 5,668,700 | 226,748 |
| „ of wool ..... | 288,000 | 583,000 | 2,253,000 | 10,400 | 1,200 | .. | 20,800 | 31,500 | 3,986,400 | 7,174,300 | 286,972 |
| Silk—raw ..... | 30,600 | 2,362,900 | 13,100 | .. | .. | .. | 49,600 | .. | 125,100 | 2,581,300 | 103,252 |
| Tissues of silk..... | 351,300 | 1,038,600 | 623,000 | 33,800 | 6,000 | 400 | 233,500 | 219,900 | 996,500 | 3,503,000 | 140,120 |
| Other manufactures of silk and cocoons..... | 84,600 | 2,016,100 | 136,400 | .. | .. | .. | 10,200 | 310,200 | 713,900 | 3,271,400 | 130,856 |
| Wheat and other grain .. | 2,300 | 936,700 | 600 | 58,300 | .. | .. | .. | 1,592,300 | 97,100 | 2,687,300 | 107,492 |
| Rice..... | 115,100 | 4,578,600 | 504,100 | 92,300 | .. | 195,800 | 1,774,100 | 233,500 | 883,800 | 8,377,300 | 335,092 |
| Paper ..... | 168,100 | 217,700 | 27,800 | 66,100 | .. | .. | 12,300 | 849,200 | 1,233,300 | 2,574,500 | 102,980 |
| Coral—not set ..... | 269,400 | 231,200 | 55,900 | 2,000 | .. | 1,900 | 38,100 | 143,000 | 195,800 | 937,600 | 37,504 |
| Hats of all sorts ..... | 1,100 | 91,100 | 2,800 | 5,800 | 100 | .. | 16,100 | 514,000 | 219,100 | 850,100 | 34,016 |
| Iron and other metals .. | 185,400 | 264,200 | 120,100 | 61,300 | 20,100 | 42,100 | 94,100 | 136,200 | 2,480,000 | 3,403,500 | 136,140 |
| Gold jewellery ..... | ... | 125,800 | 654,500 | .. | .. | .. | 1,800 | 800 | 999,700 | 1,782,600 | 71,304 |
| Marble and other stone.. | 148,600 | 182,200 | 84,200 | 266,100 | 41,100 | .. | 22,400 | 467,000 | 400,000 | 1,611,600 | 64,464 |
| Other articles not specifically enumerated above | 2,036,700 | 3,959,400 | 1,874,400 | 383,900 | 218,600 | 150,600 | 350,600 | 2,445,200 | 5,149,200 | 16,568,600 | 662,744 |
| Total ..... | 4,898,500 | 22,687,400 | 9,882,100 | 2,107,100 | 1,327,300 | 1,363,700 | 3,757,300 | 10,221,300 | 27,328,800 | 83,573,500 | £3,342,940 |

# SICILY.

*Report by Mr. Consul Goodwin on the Trade of Sicily for the Year* 1862.

## Trade and Navigation.

The navigation of Sicily rose from 6,000 ships, and 970,000 tons, in 1861, to 9,200 ships, and 1,300,000 tons, in 1862. British shipping rose from 370,000 tons in 1861, to 560,000 tons in 1862. French shipping rose from 240,000 tons in 1861, to 300,000 tons in 1862; and American shipping rose from 30,000 tons in 1861, to 56,000 tons in 1862. On the other hand, Italian shipping fell from 290,000 tons in 1861, to 260,000 tons in 1862.

British trade underwent changes; 1st, as to direct trade inwards, 429 ships, measuring 127,000 tons, brought values of 570,000*l.* in 1861, and 380 ships, measuring 140,000 tons, brought values of 540,000*l.* in 1862.

2nd, as to indirect trade outwards, 678 ships, measuring 170,000 tons, and carrying values of 680,000*l.*, went from Sicily to England in 1861; and 567 vessels, measuring 160,000 tons, and carrying values of 650,000*l.*, went from Sicily to England in 1862.

3rd, as to indirect trade inwards, 511 ships, measuring 113,000 tons, came from Trieste and Italy to Sicily in 1861, and 218 ships, measuring 75,000 tons, came from the same countries hither in 1862.

4th, as to indirect trade outwards, 265 ships, measuring 83,000 tons, went from Sicily to the British provinces and the United States, in 1861; and 221 ships, measuring 70,000 tons, went from Sicily to the same countries, in 1862. The commerce of Sicily rose from 6,030,000*l.* in 1861, to 6,080,000*l.* in 1862. British trade rose from 1,173,000*l.* in 1861, to 2,110,000*l.* in 1862. French trade fell from 1,360,000*l.* to 1,200,000*l.*; and American trade rose from 514,000*l.* to 530,000*l* in 1861 and 1862 respectively. The following is a summary of the general trade in 1862.

| Countries. | Imports. | Exports. | Total. |
|---|---|---|---|
| | £ | £ | £ |
| America, U.S. .. .. .. .. | 237,104 | 299,049 | 536,153 |
| Baltic, Belgium, and Germany .. .. | 337,101 | 395,842 | 732,943 |
| France .. .. .. .. .. | 759,267 | 448,999 | 1,208,266 |
| Great Britain and Colonies .. .. | 963,190 | 1,147,527 | 2,110,717 |
| Italian States .. .. .. .. | 397,258 | 369,349 | 766,607 |
| Other Countries .. .. .. .. | 560,983 | 169,291 | 730,274 |
| Total .. .. .. £ | 3,254,903 | 2,830,057 | 6,084,960 |

The monthly rate of exchange in England has been about 58½ taris per pound stérling.

## Industry and Government.

Three years have nearly elapsed since Bourbon or Neapolitan rule made way for Piedmontese or Italian dominion. During this brief interval manifold changes have taken place, of which the following is an outline.

In the early part of 1860, Sicilian industry, alternately bright and clouded, wore a changeful aspect. Some branches were thriving, many drooping, and not a few withered. Mining and horticulture flourished, but husbandry had declined, and manufactures fallen off. The prosperity of the two former arose from the steady demand for sulphur and fruits

of all kinds; the decay of the two latter sprung from restriction on the one hand, and protection on the other.

The character of the government was irregular and despotic. A director of police exercised power usurped from the lord lieutenant. The judicial and internal administrations teemed with flagrant abuses, for which no remedy was at hand. Garibaldi's triumphant entrance into Palermo brought about a radical change. The old structure fell in pieces; a new and better edifice sprang up. Anarchy gave place to order, and arbitrary rule to legal authority. Districts and cities were put under governors and syndics, and provincial councils were established on a new and broad basis.

Among subsequent changes, the progress of agriculture is remarkable. Wastes have been enclosed, domains broken up, and immense tracts converted into vineyards and orangeries. The price of land has risen considerably, and bids fair to rise still higher.

The excavation of sulphur, of which Sicily has no longer the monopoly, continues to be a profitable occupation.

The native manufactures, deprived of protection, have dwindled away, and are hastening to extinction

The police and justice, and the civil administration, have been remodelled and improved. Provincial councils, no longer composed of ministerial nominees debating with closed doors, and passing accounts carelessly, now consist of freely-elected representatives, who debate in public, and scrutinize local budgets. The maintenance of order, no longer monopolized by the police, is committed to the common care of carabineers and a national guard.

Popular education has made some progress in the capital. The number of scholars has greatly increased in the secondary schools, and training schools for masters and mistresses, and infant schools and night schools, have been successfully established. Public schools for children of both sexes are destined to be founded in all communes of the province of Palermo.

The progress of public works in the capital has been slow but satisfactory. Gates have been removed, entrances widened, pavements renewed, and gas introduced, both within and without the walls. An eight miles railway, destined to be carried to Messina, has been opened in the environs of the city.

Among the judicial improvements lately introduced, must be reckoned trial by jury in criminal causes, the value of which has already been exemplified. In the evening of the 1st October, 1862, twelve attempts at assassination took place in the streets of Palermo. One of the assassins, who was taken red handed, confessed that he and eleven others had been hired by a stranger at a shilling a-day to stab passengers in the streets, right and left, a crime fully perpetrated, but happily without fatal results, except in one instance. The trial of the gang by a judge and jury was conducted in the fairest and most satisfactory manner. Of the twelve assasins, three were condemned to death (a sentence somewhat tardily carried out), and the other nine to twenty years hard labour in irons.

If, then, it has been shown with sufficient clearness that industry has revived, learning advanced, locomotion improved, and penal procedure undergone amendment, the late revolution may be justly deemed a happy and beneficial event for the Sicilian people.

Palermo, May 5th, 1863.

# JAPAN.

## HAKODADI.

*Report by Vice-Consul Enslie on the Trade of Hakodadi for the year 1862.*

Although the commercial year 1862–63 is not so brilliant as 59–60, still the amount and variety of the exports is far greater than in 1860–61. Besides the novelty of foreign trade, one great cause of the immense profits realized by in 1859–60 was the liberality displayed by some English and American firms, in advancing considerable sums of money. The population of Hakodadi, amounting at present to 45 000, consists entirely of merchants, but this port does not contain a single firm capable of risking large capitals, and the natural result is that a European wishing to establish an extensive trade is invariably compelled to disburse beforehand.

This custom of advancing money has sometimes led to excellent results. Frequently, however, our merchants have been most grievously disappointed, and this has forced them to adopt precautionary measures.

This must necessarily be extremely detrimental to commerce, and the total disappearance of silk and copper from the Hakodadi market may be chiefly ascribed to this want of confidence. Shendai, who possesses the richest silk districts in Japan, greatly prefers sending his produce to Hakodadi, instead of incurring the trouble and expense of transporting it to Kanagawa, but has in vain applied for advances from our European firms. The same difficulties have been made with regard of copper from Neegata. Besides this want of capital, another great cause to mutual distrust between foreigners and natives, which has been extremely detrimental to foreign trade, is the immense number of Japanese adventurers and pickpockets who favour this port with their presence and have stolen considerable sums of money both from Europeans and Japanese. The third and most grievous cause of trouble and difficulty experienced in foreign commerce is the monopoly of Yezo produce by the Government, and by some large Japanese firms. In order to facilitate the receipt of duties and taxes, the Government of Hakodadi has given the land, bays, rivers, and Sea of Yezo on lease to five or six mercantile houses, who alone have the right to collect the hidden treasures of this island.

Every year these large firms hire thousands of fishermen, who for a mere pittance and at the risk of their lives hunt the scaly inhabitants of the deep. The land is re-let by these monopolists to farmers or adventurers who have no personal interest in the welfare of this island.

If this monopoly was abolished, the annual produce of Yesso would speedily represent a value of 2,000,000 rios; at present the total amount is about 1,300,000 rios. It frequently happens that one of the privileged merchants is unable to turn his part of the monopoly to account, and as nobody is allowed to touch his property, this materially lessens the supplies of the market. The duties paid to Government are enormous, and are frequently collected in the most arbitrary manner.

Another source of immense losses to European and Japanese merchants is the frequent and sudden disappearance of certain articles, which realize great profit in China and Europe. This is occasioned by the secret speculations of the Japanese Government.

The San-bootsoo-kwaisho (office or bazaar of natural produce) is also extremely detrimental to commerce. This bazaar is kept by one of the large firms, who has previously received orders from Government to inspect and examine the various produce of Yezo, forward reports upon this subject, and select and buy the articles required by the authorities of the place. These official mercantile firms are to be found everywhere;

but at Hakodadi, the importance of the San-bootsoo-kwaisho endangers the safety and prosperity of our commerce.

When this port was first opened to foreign trade, the native authorities did their utmost to force our merchants to transact all their business through this office, but in vain; for, although nobody then knew that the San-bootsoo-kwaisho formed a part of the financial department of Government, all refused to agree to the demands of the authorities.

I have already said that distrust and want of confidence prevents the European firms from entering into any large speculations. Fear also reigns among the native merchants, and several large firms have experienced considerable losses through their contracts with English and American merchants. The result is that many Japanese are unwilling to transact business with foreigners, and prefer to trade with their countrymen; for although the profits they realize are infinitely less, they do not risk their capitals.

Osaka and Kanagawa also prove to be terrible enemies of the foreign trade of Hakodadi; Osaka monopolises nearly all the seaweed, and Kanagawa the cuttle-fish. Numerous junks come to Hakodadi to fetch supplies for the China market at Nagasaki, and the Mantchoo-Russian possessions also urgently demand Yezo produce.

All that is necessary to make the Hakodadi commerce flourish, notwithstanding the numerous difficulties experienced by the foreign merchants, is a thorough knowledge—first, of the resources of the island; second, of the time at which the various produce is collected; third, of the rules and regulations to which the Japanese firms are subject; and fourth, mutual confidence.

I shall not trouble you with any further particulars about foreign trade at Hakodadi and our intercourse with the natives, as my previous despatches contained some information upon this subject, but allow me, in conclusion, to give you a few details about Japanese commerce at this port.

More than two-thirds of the province of Yezo is exported to the south of Niphon and Kiooshoo, and principally to Osaka, Yeddo, Ne-egata, Shekki (near Nagasaki), and Shikokoo. I have already stated that the natural produce of this island annually amounts to 1,300,000 rios, about 450,000*l.* sterling: the duties are generally 2 per cent., and amount to 100,000 rios, or 33,333*l.* sterling. The ordinary expenses of Government amount to 40,000 rios (13,333*l.* sterling), and the extraordinary expenses, which the mercantile class calls useless expenses, to 20,000*l.* sterling. This money is employed to build fortifications, arsenals, &c.

The annual imports represent a value of 800,000 rios, and consist of articles of daily necessity, such as rice, oil, wine, &c.

On examining the accompanying list, you will doubtless be surprised to see that notwithstanding its immense resources, this island produces so small a supply of gold, silver, copper, lead, tin, iron, sulphur, and coal; but allow me to inform you that although several mines were formerly worked on a very large scale by the Daimios of Matsoomai, they have latterly been totally neglected. The 10,000 rios paid by the Government of Hakodadi to two American engineers have not yet made this island a second California, and although the reports of these gentlemen, who have traversed the island in every direction, are very satisfactory, the authorities of this port appear to be disappointed. They imagined that the presence of foreign engineers would work like magic, and force the earth to give up her hidden riches. The proposals of the two Americans, and the sums fixed by them as indispensably necessary for the working of the mines, soon put to flight their senseless ideas upon this subject, and the result is that the engineers have been informed that their services are no longer required.

List of Ships which Entered the Port of Hakodadi during 1862.

| | | | |
|---|---|---|---|
| British merchantmen | 14 | Dutch merchantmen | 2 |
| French man-of-war | 1 | American man-of-war | 1 |
| Russian men-of-war | 23 | „ merchantmen | 17 |
| „ merchantmen | 4 | „ whalers | 15 |
| Dutch man-of-war | 1 | | |

Imports in British Vessels.

| Name of Articles. | Quantities | Value | Duty |
|---|---|---|---|
| Sugar-candy | 50 bales | $250 | $12 50 |
| White sugar | 535 bags | 972 61 | 48 63 |
| Vermilion | 20 boxes | 730 | 36 50 |
| Liquors | 2 casks | 60 | 21 |

Exports in British Vessels.

| Name of Articles | Quantities | Value | Duty |
|---|---|---|---|
| Planks | 10,178 pieces | $769 68 | $38 48 |
| „ (hardwood) | 6,092 „ | 2,072 33 | 103 61 |
| „ (pine) | 5,359 „ | 283 75 | 14 18 |
| „ (fir) | 4,936 „ | 127 51 | 6 37 |
| „ (hinoki) | 9,671 „ | 916 58 | 45 82 |
| Wood for ship-building | 1,050 „ | 157 82 | 7 89 |
| Square timber (hinoki) | 1,887 „ | 121 41 | 6 70 |
| „ (other kinds) | 974 „ | 1,953 59 | 97 60 |
| Fire-wood | 17,011 „ | 175 58 | 8 77 |
| Charcoal | 12,012½ catties | 41 23 | 2 60 |
| Saltpetre | 12,950 „ | 1,461 41 | 73 70 |
| Oars | 250 pieces | 56 74 | 2 83 |
| Cuttle-fish | 79,151 catties | 5,012 96 | 250 14 |
| Tobacco | 52 bales | 261 56 | 13 70 |
| Dried-fish | 90,137$\frac{4}{5}$ catties | 3,038 96 | 151 94 |
| Pipes | 5 cases | 105 45 | 5 47 |
| Comboo (seaweed) | 1,816,280$\frac{3}{4}$ catties | 30,589 63 | 1,529 48 |
| Fish-oil | 364,469$\frac{8}{10}$ „ | 10,205 15 | 510 25 |
| Awabee (dried) | 53,789$\frac{11}{50}$ „ | 7,648 54 | 382 47 |
| Irico | 3,114½ „ | 551 11 | 27 55 |
| Potatoes | 167,531$\frac{3}{4}$ „ | 880 87 | 44 40 |
| Gensen | 8,211$\frac{13}{50}$ „ | 22,739 90 | 1,136 99 |
| Silk | 2,501$\frac{3}{4}$ „ | 7,505 25 | 375 26 |
| Vinegar | 8 casks | 60 10 | 3 25 |
| Horses | 2 „ | 13 57 | 1 80 |

Imports in American Vessels.

| Name of Articles | Quantities | Value | Duty |
|---|---|---|---|
| Velvet | 5 boxes | $783 16 | $39 65 |
| Linen and cotton stuffs | 23 „ | 3,145 | 157 28 |
| „ | 188 pieces | 376 | 18 80 |
| Woolen stuffs | 17 bales | 3,149 | 157 45 |
| „ | 9 pieces | | |
| Glass | 200 boxes | 686 | 34 30 |
| | 150 pieces | | |
| Flour | 66 bales | 252 | 12 60 |
| Biscuits | 2 casks | 53 60 | 2 68 |
| „ | 1,000 lbs. | | |
| Hams | 1 cask | 10 | 50 |
| Bacon | 600 lbs. | 24 | 1 20 |
| Raisins | ½cask | 2 40 | 12 |
| Butter | 2 casks | 15 | 75 |
| Soap | 100 „ | 108 50 | 5 42 |
| Glass-ware | 8 boxes | 205 | 41 |
| Candles | 25 „ | 200 | 40 |
| Liquors | 40 „ | 145 | 50 75 |

EXPORTS IN AMERICAN VESSELS.

| Name of Articles | Quantities | Value | Duty |
|---|---|---|---|
| Copper and brass wares | 3 boxes | $78 46 | $3 92 |
| Copper-sieves | 20 pieces | 2 89 | 14 |
| Lead | 14 „ | 47 60 | 2 38 |
| Lacquered ware | 3 boxes | 74 49 | 3 72 |
| Teapots | 50 „ | 3 75 | 18 |
| Tobacco-pipes | 1 box | 31 51 | 1 57 |
| Capots | 3 boxes | 6 | 30 |
| Figs (dried) | 8 bags | 24 | 1 21 |
| Oranges | 3 boxes | 4 60 | 23 |
| Roots (dried) | 100 catties | 10 71 | 53 |
| Onions (preserved) | 120 casks | 47 87 | 2 39 |
| Chestnuts | 1 box | 2 76 | 13 |
| Ginger | 6 casks | 12 86 | 64 |
| Salt | 149 bags | 52 | 2 60 |
| Saké | 400 bottles | 34 30 | 1 71 |
| Vinegar | 100 casks | 17 86 | 89 |
| Silk (raw) | 5 boxes | 30 | 1 50 |
| Silk and cotton dresses | 2 „ | 107 18 | 5 35 |
| Hemp-cord | 27 bags | 387 | 19 35 |
| „ | 200 catties | | |
| Sulphur | 149,256 „ | 1,697 87 | 84 89 |
| Salpetre | 214 bags | 976 65 | 48 83 |
| Tea | 285 catties | 18 82 | 94 |
| Comboo | 2,243,314 „ | 37,872 60 | 1,893 63 |
| „ (cut) | 61,953½ „ | 1,186 95 | 59 34 |
| Codfish (dried) | 26,712$\frac{51}{100}$ „ | 961 64 | 48 80 |
| Cuttle-fish | 124,654$\frac{7}{25}$ „ | 7,482 87 | 374 14 |
| Trico | 18,892$\frac{1}{2}$ „ | 3,630 64 | 181 63 |
| Awabee (dried) | 48,130$\frac{37}{100}$ „ | 6,626 76 | 331 33 |
| Oil (seed) | 800 „ | 101 17 | 5 05 |
| Potatoes | 217,916½ „ | 1,249 91 | 62 49 |
| Tobacco | 54 casks | 118 13 | 5 90 |
| Knees (ship building) | 1,439 pieces | 441 61 | 22 08 |
| Charcoal | 32,985 catties | 90 97 | 4 54 |
| Fire-wood | 20,361 pieces | 278 91 | 13 95 |
| Oars | 723 „ | 184 36 | 9 21 |
| Planks (hinoki) | 18,467 „ | 2,223 | 110 01 |
| „ (fir) | 7,349 „ | 557 05 | 27 85 |
| „ (hardwood) | 20,210 „ | 537 84 | 26 89 |
| „ (kats'ra) | 6,185 „ | 2,013 45 | 100 67 |
| Large timber | 7 „ | 14 78 | 73 |
| Horses | 113 „ | 675 40 | 33 77 |
| | 1 „ | 10 | 80 |

IMPORTS IN DUTCH VESSELS.

| Name of Articles | Quantities | Value | Duty |
|---|---|---|---|
| Rhubarb | 6 boxes | $220 | $44 |

EXPORTS IN DUTCH VESSELS.

| Name of Articles | Quantities | Value | Duty |
|---|---|---|---|
| Irico | 4,363 catties | $903 30 | $45 15 |
| Awabee (dried) | 1,752¾ „ | 219 90 | 10 95 |
| Cuttle-fish | 1,648 „ | 1,066 56 | 53 32 |
| Potatoes | 20,000 „ | 100 | 5 |
| Comboo | 52,480 „ | 918 40 | 45 92 |
| Square timber (hinoki) | 203 pieces | 91 35 | 4 56 |
| Planks (various kinds) | 105 „ | 174 77 | 8 73 |
| „ (hardwood) | 7,480 „ | 1,298 17 | 64 90 |
| „ (hinoki) | 2,100 „ | 258 76 | 12 93 |
| „ (fir) | 9,539 „ | 40 25 | 2 01 |
| Oars | 71 „ | 16 73 | 80 |
| Fire-wood | 1,610 „ | 12 54 | 62 |
| Charcoal | 200 bags | 30 | 1 50 |
| Square timber | 60 pieces | 90 | 4 50 |

IMPORTS IN RUSSIAN VESSELS.

| Name of Articles | Quantities | Value | Duty |
|---|---|---|---|
| Sheet iron | 300 pieces | $150 | $7 50 |

EXPORTS IN RUSSIAN VESSELS.

| Name of Articles | Quantities | Value | Duty |
|---|---|---|---|
| Coal | 280,000 catties | $1,199 62 | $60 03 |

Hakodadi, January 3, 1863.

## KANAGAWA.

*Report by Mr. Consul Howard Vyse on the Trade of Kanagawa for the year* 1862.

In my Commercial Report for the year 1861, I endeavoured to follow out the instructions of the Foriegn Office, and in doing so I had to touch upon several topics, such as the navigation of the bay, the agriculture and flora of the district, &c., which, being to a certain extent of a permanent nature, the Report already made precludes the necessity of going over the same ground again. Therefore, in this Report, my task may be usefully confined to giving all the information I can relative to the trade, the progress, and the trade prospects of this port.

*The Shipping* business at this port during the year 1862 contrasts very favourably with that of the preceding year, although freights on the whole were low, owing to more arrivals than were wanted, and to the frequency of vessels loading for London, which curtailed the coasting trade with China. The following Table gives a comparative view of the shipping during the last two years :—

| Arrived. | | | | | Departed. | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Under what Flag. | 1861. | | 1862. | | Under what Flag. | 1861. | | 1862. | |
| | Vessels | Tonnage | Vessels | Tonnage | | Vessels | Tonnage | Vessels | Tonnage |
| British .. | 37 | 15,234 | 65 | 19,181 | British .. | 36 | 14,822 | 52 | 15,202 |
| American.. | 27 | 13,153 | 35 | 17,761 | American | 25 | 11,119 | 27 | 15,301 |
| Dutch .. | 9 | 2,382 | 13 | 3,302 | Dutch .. | 8 | 2,112 | 16 | 2,642 |
| French .. | 1 | 268 | 4 | 734 | French .. | 1 | 268 | 4 | 734 |
| Russian .. | — | — | 3 | 858 | Russian .. | — | — | 3 | 858 |
| Prussian .. | — | — | 1 | 759 | Prussian.. | — | — | 1 | 759 |
| Total .. | 74 | 31,037 | 121 | 42,595 | Total .. | 70 | 28,321 | 97 | 35,496 |

It will be seen by the foregoing that British shipping continues to hold the first place as it has done since the opening of the port. Several of the vessels under other than British colours were chartered by, and consigned to, British merchants here and at China ports, and might be said to be doing exclusively a British trade.

The direct trade with Great Britain and British colonies continues to be comparatively important, and is a very favourable feature in our commerce. During the year 1862 there were eleven direct arrivals and thirteen departures, of which two were from and six to London; the latter laden with very valuable cargoes of raw silk, tea, &c., comprising, in round numbers, 541,000 lbs. of raw silk, and 1,700,000 lbs. of tea, and representing a total value of at least two thirds of a million pounds sterling.

Some very satisfactory sales of steamers and sailing vessels were made to Japanese purchasers during last year. Of six vessels sold to Japanese three were British steamers, one an American steamer, and two American sailing vessels. The British steamers, "Fiery Cross" and "Lancefield," sold for 125,000 dollars each, and the "Jinkee" for 150,000 dollars.

Freight to London varied from 3*l.* 10*s.* to 4*l.* 10*s.* for tea and cotton, and from 4*l.* 10*s.* to 6*l.* 10*s.* for silk. Freight to Shanghai (with which port most of the carrying trade was done) varied from $2\frac{1}{2}$ dollars to 3 dollars per picul for silk.

The average rate of wages for able seamen, in vessels trading in

Japanese and Chinese waters, was about 25 dollars per month, and for those engaging here in vessels bound for Europe about 7*l.* per month.

One American and one Dutch vessel were wrecked on this coast during the last year. The Dutch vessel, "Guinea," was on her voyage from this port to Shanghai, laden chiefly with silk, and had proceeded only about twelve miles down the coast when she was stranded through bad weather, and became a total wreck. The cargo (of which upwards of 20,000 dollars worth was insured in a British firm) was all recovered, with very little damage sustained.

The American vessel "Chevallie," bound from Hakodadi to Shanghai, was stranded on a part of the East Coast of Nipon, about 160 miles from this port. Her cargo—not very valuable—consisting of lumber, potatoes, &c., was entirely lost, and the vessel became a total wreck. I have nothing important to add to the information conveyed in my last report relative to harbours, lighthouses, lights, and shipbuilding.

*Trade and Commerce.*—The year ending the 31st December, 1862, has not only been prosperous on the whole, but must even be called a promising one with regard to the future development of trade in this port, in spite of the decided check the native authorities exercise upon it. It is not by any extraordinary efforts on the part of either natives or foreigners that this satisfactory result has been brought about; it has merely resulted from two external causes, viz.: the deficiency in the silk exports from China, and the continued, always anticipated, closure of Osaca. Much as the latter has been deplored by the foreign mercantile community, for what they consider weighty reasons, it has, nevertheless, tended to strengthen the confidence in the further steady, if not rapid, progress of Kanagawa. Raw silk and tea are the two mainsprings in the prosperity enjoyed during the last twelve months; but of the two silk takes by far the first place. Indeed, the rapid development in the exportation of this valuable staple at this port is unprecedented in the East.

Mr. J. M. Jaquemot, an eminent silk merchant at this port, whose vast experience and knowledge in the silk trade enable him to speak with authority, says, in a letter addressed to me on this subject:—

"It is assuredly worthy of notice that in the short period of three and a-half years which has elapsed since the opening of Japan to foreign trade, the exports of silk from Kanagawa alone have shot far ahead of those of the whole of China during the same time after the ratification of the Treaty of Nankin in 1842.

"I find in the Tables published every year by Messrs. Durant and Co., the eminent silk brokers in London, that in 1845 the imports of silk from all parts of China into the United Kingdoms were 11,358 bales, of an average weight of eighty catties each; whereas the exports of Kanagawa *alone*, to all parts during the year 1862, amounted to 21,486 bales, of an average weight of 85 catties each, and of a value of fully 1,875,000*l.*"

"Mr. Jaquemot further says:—"When the first importation of Japanese raw silk arrived in England it caused a general curiosity, owing to its intrinsic excellent quality, being far superior to anything that had been before received, either from Bengal or China. The experiments which were made by practical men soon confirmed the first favourable impression, and a general demand ensued, which has been growing every day larger, and extends now to most of the consumers of raw silk in Europe and America.

"Both the soil and climate of Japan are admirably adapted to this industry, and I have little doubt that the supply will soon be equal to any extent of demand; indeed, the silk export trade of this country is as yet but in its infancy; nevertheless, it already promises to equal if not surpass that of China at a not very remote period."

The exportation of *Tea*, the second of the two great staples in the export trade of this port, has steadily advanced, although it has not kept pace with the increased exports of silk on account of the more limited consumption in all quarters of Europe; it has hitherto more especially been in request for America, a country in its present state little adapted to commercial enterprise; but the time must come ere long when Japanese teas will meet with equal favor in Europe, as Chinese produce does at present, and the exportation from this country will then bid fair to equal if not excel the one from China, in proportion to the extent of land under cultivation in the two countries. A realization of this hope may be looked for in some degree at the termination of the American war.

Besides the two great staples, silk and tea, there are other sources from which the export trade has derived a fair amount of support, and which merely call for the same beneficial influence as silk enjoyed, in order to prove of considerable profit to this place and its motley inhabitants. Of these resources, the business done in so-called Chow-Chow articles and in general cargo has to be mentioned.

Transactions in this kind of produce have rather decreased than increased in 1862, and it would appear that Nagasaki is naturally more favourably situated with regard to large exportation. This is no doubt true to some extent, inasmuch as that port is both nearer to China and to the producing districts. Much, however, might be done to stimulate this branch of commerce here, if the Japanese Government could be induced to abolish their system of examining produce and levying a certain duty on it in Yedo without regard to its nature or country of production. It is obvious that the comparatively poor natives who carry on this kind of business, cannot afford to stock this place with produce that has undergone several exactions in the interior and at Yedo, and which may, after all, prove unsaleable on account of the thus artificially-raised high prices, which foreigners object to pay.

It thence arises that only in times of an extraordinary demand, some part of the ample stocks is drawn from the interior: thus the exportation of wax, camphor, gallnuts, copper, saltpetre, rapeseed, oil, cotton, &c., articles mostly well known in the home markets and quite able to compete with the same produce of other countries, has hitherto been ludicrously small in comparison to the production.

Chow Coow articles for China have been equally neglected during 1862, and are likely to remain so if the extorting system is not dispensed with, or a very general and unabated demand sets in from foreigners. The trade in timber has been satisfactory, and has found during the year a very good market in China.

*Raw Cotton.*—Japan is, no doubt, a cotton-producing country, and the soil is favourable to its growth; but, hitherto, the Japanese have grown only enough to meet their own yearly consumption. During 1860 and 1861, Chinese raw cotton was imported into Japan, and sold well until the Japanese became aware that the imported cotton was much inferior to their own. The great want of this important article in England at present, caused some of the foreign merchants at this port to outbid the native buyers of Japanese raw cotton, and, as a result, some five or six thousand bales have been exported here. Stimulated demand may, no doubt, produce a very considerable supply of this important article; but it remains to be seen whether exportation to Europe would greatly benefit by it. In the first instance, the paternal native Government would raise the prices, and as the high rates at home—the mere natural consequences of the diminished exports from America—cannot be depended upon for any length of time, at least not for years, the enor-

mous distance between Europe and Japan will find Europeans slow to embark large capitals on very uncertain results. Besides this, although Japan cotton may be good on the whole, it is short staple and can only be used for mixing-up purposes. There are several kinds of cotton in Japan, and the better kinds are said to be not inferior to the productions of India or China. Japanese raw cotton in the English markets is considered to be worth at present from one shilling to one shilling and four-pence per pound.

The exportation of raw cotton from this country has been carried on under unfavourable circumstances, in so far as the article has to pay a heavy export duty of 5 per cent., and furthermore, on account of the want of means to press the cotton. For the latter reason the raw cotton exported from here is very bulky, and the freight hence to England is therefore very considerable.

*Import Trade.*—Of imports it only requires mentioning that cottons have shared the fate of all such goods in the East, viz., that the consumption has decreased in a ratio as prices at home have advanced; the natives, favoured by a good crop of raw cotton, are not in pressing want of manufactures, and, therefore, are slow to pay prices that are out of proportion to their own manufactures. Again, it must not be overlooked that cottons have been overdone for the last two years, that is to say, imported in such quantities that the few districts into which they may only be allowed to be imported must necessarily have large stocks left on hand for sale; it is, however, impossible to vindicate the truth of this opinion, as the interior is shut to us and we can only go by report from natives, which is not always correct.

An average business has been done in woollens, and they enjoy the same favour as the previous years, subject to the season prevailing.

A first-rate business must be reported in *Metals*, viz.: tin, lead, and spelter. The Government buy large quantities for coins and guns, and it is only to be deplored that their purchases are confined to the agency of two Japanese; if free trade was prevailing, the business might have been still more remunerative to Europeans.

There is an immense field for imports in Japan, but unfortunately we do not know whether they are allowed to circulate in the whole of Japan, nor what the duties in the interior are.

Although there is a decrease in the *quantities* of certain articles, yet on the whole the value of *Imports* during the year 1862 shows a considerable improvement upon that of the preceding years, being, in fact, more than equal to the aggregate of the two years 1860–1; and if the amount paid for the foreign ships sold to the Japanese during the year 1862, be added to the value of the imports for that period, the difference in favour of last year over the aggregate of the two preceding years will amount to the very considerable sum of 693,000 dollars.

The value of the *Exports* during the year 1862, may, in like manner, be said to be equal to the aggregate value of the exports of the two preceding years.

Indeed, some of the foreign merchants here, especially Mr. Charles Thorel (of the firm of Charles Thorel and Co.), a leading German merchant, until lately under British protection, who, since the opening of this port, has liberally devoted much attention to the publication of trade circulars and the collection of statistics, and to whom I am indebted for much valuable information regarding the trade, estimates the value of the exports during the last year at 10 millions of dollars; and this may be quite correct, although it considerably exceeds the amount declared at the Custom-house, as will be seen by the following comparative table of Imports and Exports:—

| Year. | Imports. | Exports. | Total. |
|---|---|---|---|
| | Dollars. | Dollars. | Dollars. |
| 1860 .. .. .. | 945,711 | 3,954,298 | 4,900,009 |
| 1861 .. .. .. | 1,478,315 | 2,682,952 | 4,161,267 |
| 1862 .. .. .. | 2,576,930* | 6,305,128 | 8,882,058 |

I take great pains to secure correct returns of the trade, so far as the means available at this Consulate and at the Custom-house enable me to do so; but I am aware that the values declared at the Custom-house are not always reliable; and the amount of trade so declared requires a large correction in order to arrive at a true estimate.

The following tables give a comparative view of the Import and Export trade at this port during the last three years and show the average market prices during the year 1862. I think it right to embody those tables in this Report, as the information compressed into them can hardly fail to be useful to practical men at home.

TABLE giving a comparative view of the Import Trade at the Port of Kanagawa, during the three years from the 1st of January, 1860, to the 31st day of December, 1862.

| Commodities Imported. | 1860. | | 1861. | | 1862. | |
|---|---|---|---|---|---|---|
| | Quantity. | Declared Value. | Quantity. | Declared Value. | Quantity. | Declared Value. |
| | | £ | | £ | | £ |
| Grey shirtings .. bales | 1,839 | 34,720 | 3,589 | 61,332 | 2,698 | 56,002 |
| White ,, .. ,, | 909 | 21,334 | 331 | 5,420 | 259 | 5,777 |
| Dyed ,, .. ,, | — | — | 523 | 15,072 | 180 | 6,779 |
| Camlets .. .. ,, | 1,541 | 58,971 | 4,299 | 42,693 | 2,696 | 100,052 |
| Cotton .. .. .. | 1,708 | 24,064 | 2,004 | 67,676 | 1,139 | 21,703 |
| Chintzes .. .. .. | 354 | 8,516 | 372 | 6,714 | 625 | 15,315 |
| Tafachelass .. .. | — | — | 452 | 7,574 | 273 | 13,578 |
| Velvets .. .. .. | 163 | 4,006 | 129 | 2,171 | 164 | 4,835 |
| Wollens .. .. .. | 422 | 12,021 | 104 | 3,735 | 189 | 7,357 |
| Brocades .. .. .. | — | — | 232 | 6,903 | 116 | 3,753 |
| Cotton yarns .. piculs | — | — | 2,438 | 15,291 | 3,167 | 26,793 |
| Long Ells .. bales | 175 | 4,392 | 5 | 260 | 57 | 1,707 |
| Lastings .. .. ,, | — | — | — | — | 40 | 1,426 |
| Vermillion .. piculs | — | — | 175 | 3,313 | 183 | 3,279 |
| Medicine .. .. ,, | — | 3,762 | — | 12,715 | — | 4,284 |
| Tin, lead, spelter .. ,, | — | 2,390 | 5,590 | 26,573 | 48,183 | 248,100 |
| Time pieces .. .. | — | — | — | 306 | — | 408 |
| Provisions .. .. | — | — | — | — | — | 3,058 |
| Sugar .. .. .. | — | — | 2,086 | 2,058 | 1,089 | 2,026 |
| Tin plates .. boxes | — | — | 180 | 199 | 100 | 83 |
| Miscellaneous .. .. | — | 22,847 | — | 27,979 | — | 10,535 |
| Total value in sterling at 4*s.* 2*d.* per $ | — | 197,023 | — | 307,981 | — | 536,860 |

* If the value of the ships be included, the imports will amount, in round numbers, to 3 millions of dollars.

TABLE giving a comparative view of the Export Trade at the Port of Kanagawa, during the three years from the 1st of January, 1860, to the 31st day of December, 1862.

| Commodities Exported. | 1860. | | 1861. | | 1862. | |
|---|---|---|---|---|---|---|
| | Quantity. | Declared Value. | Quantity | Declared Value. | Quantity. | Declared Value. |
| | | £ | | £ | | £ |
| Raw silk .. .. piculs | 7,703 | 540,533 | 5,646 | 381,653 | 15,672 | 1,129,660 |
| Tea .. .. „ | 23,852 | 64,261 | 37,138 | 93,424 | 41,245 | 118,142 |
| Copper .. .. „ | 11,175 | 43,593 | 6,048 | 19,961 | 4,364 | 16,164 |
| Timber .. .. „ | — | — | — | 5,603 | — | 6,132 |
| Lacquered ware .. „ | — | 5,202 | — | 7,564 | — | 5,904 |
| Oil .. .. „ | 74,165 | 45,152 | 3,192 | 6,391 | 1,383 | 1,662 |
| Seaweed .. .. „ | 26,059 | 9,141 | 16,472 | 4,636 | 13,105 | 4,250 |
| Saltpetre .. .. „ | 1,926 | 1,793 | 1,985 | 3,208 | 411 | 737 |
| Paper .. .. „ | — | — | — | 2,013 | — | 1,655 |
| Wax .. .. „ | 1,132 | 3,270 | 424 | 1,087 | 249 | 665 |
| Isinglass .. .. „ | 1,502 | 4,558 | 338 | 2,075 | 87 | 677 |
| Gensing .. .. „ | 153 | 3,040 | 45 | 2,160 | 68 | 2,274 |
| Mushrooms .. „ | — | — | 1,117 | 3,831 | 572 | 2,241 |
| Dried fish .. „ | 8,332 | 19,888 | 2,175 | 3,659 | 3,773 | 4,707 |
| Silk goods .. boxes | 325 | 8,097 | 116 | 1,242 | — | 271 |
| Raw cotton .. piculs | — | — | 47 | 748 | 4,616 | 13,489 |
| Medicine .. .. „ | — | 11,948 | — | 3,945 | — | 231 |
| Gall nuts .. .. „ | 2,317 | 2,405 | 488 | 453 | 67 | 72 |
| Camphor .. .. „ | 30 | 131 | 438 | 1,421 | 79 | 472 |
| Miscellaneous .. „ | — | 60,800 | — | 13,874 | — | 4,163 |
| Total in sterling at 4*s.* 2*d.* per $ | — | 823,712 | — | 558,948 | — | 1,313,568 |

AVERAGE MARKET PRICES of Raw Silk and Tea at the Port of Kanagawa, during the year ending the 31st December, 1862.

| Raw Silk. | Price per Picul. | | Remarks. |
|---|---|---|---|
| | From. | To. | |
| | Dollars. | Dollars. | |
| Ida .. .. .. 1, 2 | 490 | 520 | Very scarce in 1862–3. |
| Mybash .. .. best | 500 | 520 | Includes both Mybash and Sinchew silk, sold at home under the denomination "Dyepots." |
| „ .. medium | 480 | 490 | |
| „ .. inferior | 450 | 470 | |
| Sodai .. .. 1, 2 | 440 | 470 | |
| Oshu .. .. best | 460 | 480 | All these three descriptions have lately risen in prices more than any other description of Japan silk, and are at present from 10 to 13 per cent. dearer than the average prices of 1862. |
| „ .. .. medium | 400 | 410 | |
| „ .. .. inferior | 350 | 380 | |
| Coshu .. .. 1, 2 | 380 | 400 | |
| „ .. .. 2, 3, 4 | 370 | 375 | |
| „ .. .. 3, 4, 5 | 340 | 350 | |
| Hatchogee .. .. .. | 325 | 335 | |
| Tay saam .. .. sorts | 330 | 370 | |
| TEA. | | | |
| Ordinary .. .. .. | 1 | 3 | |
| Good ditto .. .. .. | 4 | 6 | |
| Common .. .. .. | 8 | 12 | |
| Good ditto .. .. .. | 14 | 20 | |
| Fair to good .. .. | 21 | 28 | |
| Fine .. .. .. .. | 29 | 32 | |
| Finest .. .. .. | 33 | upwards | |

AVERAGE MARKET PRICES of the following Commodities at the Port of Kanagawa, during the year ending the 31st December, 1862.

| Commodity. | Average prices. From. | To. | Remarks. |
|---|---|---|---|
| Raw cotton per picul | $14·50 | $16·50 | |
| Vegetable wax .. ,, | 13·00 | 15·50 | Wax is produced near Osaka. |
| Rape seed .. ,, | 2·15 | 2·20 | None exported, prices too high. |
| Rape seed oil .. ,, | 6·40 | 6·50 | Would do for England, but prices too high. |
| Fish .. .. ,, | 4·00 | — | |
| Sea-weed, cut .. ,, | 3·00 | 3·50 | Good business with China. |
| ,, uncut ,, | 1·80 | 7·75 | Nagasaki does more, however. |
| Coir .. .. ,, | 1·50 | 3·50 | |
| Gall nuts .. ,, | 6·00 | 7·00 | Can compete with Chinese produce, but prices too high for export to Europe, besides, *silk* and *tea* take up the whole attention of foreigners. They, therefore, pay no attention to gall-nuts, camphor, copper, tobacco, saltpetre, &c. Nagasaki is the port for these articles. |
| Dried shrimps .. ,, | 11·00 | 14·00 | |
| Iron .. .. ,, | 3·20 | — | |
| Camphor .. ,, | 26·00 | 32·00 | |
| Fokling .. .. ,, | 1·50 | 2·00 | |
| Copper bolts .. ,, | 18·50 | 20·00 | In good demand for Hong Kong. Bolts in good request. |
| ,, wire .. ,, | 20·00 | 23·00 | |
| Tobacco .. .. ,, | 3 50 | 5·00 | Little business. |
| Saltpetre .. ,, | 9·50 | 12·00 | In request for China, only small quantities can be obtained. |
| Coal .. per ton | 6·50 | 7·00 | Nagasaki. |
| Gensing .. per catty | 3·00 | 5·00 | Small business with China. |
| Flour .. per picul | 2·30 | 2·60 | Business on the spot only. Native authorities would prevent large exports. |
| Timber per 100 planks | 16·00 | 19·50 | Good business with China. |
| American drills .. .. | 3·50 | 3·70 | Hardly any imported this year. |
| Grey shirtings 5½ catty | 2·00 | 2·60 | Prices are nominal for cotton and actually higher. |
| ,, ,, 6 ,, | 2·10 | 2·80 | |
| ,, ,, 6½ ,, | 2.30 | 3·15 | |
| White ,, .. .. | 2·30 | 2·80 | In favour if prices are lower than present *ones*. |
| ,, spots .. .. | 2·30 | 2·80 | No business just now. |
| Dyed ,, .. .. | 3·00 | 3·50 | |
| T. cloth .. .. .. | 1·65 | 2·10 | Little wanted. |
| Turkey red shirtings .. | 3·00 | 3·60 | Dutch and Swiss ones compete successfully with English ones. |
| Brocades, white .. .. | 2·00 | 2·75 | In favour, but nothing doing just now. |
| ,, coloured .. | 3·20 | 3·75 | |
| ,, purple .. | 3·50 | 3·75 | |
| Chintz, assorted .. | 1·85 | 2·50 | |
| Camlets, B B B, good colours | 22·00 | 25·00 | Always wanted, prices according to stock and seasons. |
| ,, assorted .. | 21·00 | 23·00 | |
| ,, S, good assortment .. | 22·00 | 23·00 | |
| ,, S S, ,, | 20·00 | 22·50 | |
| ,, S S S, ,, | 18·50 | 19·50 | |
| Jaffachelas .. .. | 3·50 | 4·50 | In good request always. |
| Lead .. per picul | 8·50 | 9·90 | Large business of late. |
| Tin, block .. ,, | 26·00 | 44·00 | |
| ,, plate .. ,, | 7·00 | 8·00 | Little wanted. |
| Spelter .. .. ,, | 5·80 | 7·00 | Middling business of late. |
| Velvets, black 35 yds. | 9·00 | 11·00 | Nothing or little doing, like all cottons. |
| ,, blue 27 ,, | 6·00 | 8·00 | |
| ,, indigo .. .. | 8·50 | 10·00 | |
| Lastings .. .. | 13·50 | 14·50 | Little enquired for. |
| Long ells .. .. | 7·00 | 8·00 | |
| ,, scarlet .. .. | 8·00 | 8·50 | |
| ,, black .. .. | 9·00 | 10·00 | |
| Yarn, 16 to 24 .. .. | 38·00 | 45·00 | |
| ,, 28 ,, 32 .. .. | 48·00 | 50·00 | |
| ,, 38 ,, 42 .. .. | 53 00 | 60·00 | |
| Indigo .. .. .. | 8·00 | 9·50 | |

There are about 150 foreign residents at this port, and the trade is carried on by about twenty mercantile houses, three-fourths at least of the trade being in the hands of British subjects. Of 345,875 dollars duty paid to the Japanese Government at this port during last year, about three-fourths were paid by British subjects, and in most other respects the trade is chiefly British. While writing this report there are four vessels, three British and one Dutch, loading for London *direct*, which is a very promising beginning for the year 1863.

This settlement contains an area of about sixty thousand tzuboos, of $35\frac{1}{4}$ square feet each, of which, in round numbers, 37,700 tzuboos are rented by British subjects for an annual rental of 11,000 dollars. About 40,000 tzuboos of a swamp at the rear of the settlement have been filled in for the purpose of building on, at a cost to the Japanese Government of about thirty thousand dollars.

*General Remarks.*—The foregoing, I think, will be found to contain all the information that is essential, relative to the trade and commerce of this port during the past, and enough to enable those concerned to form some opinion of its future development. Under the head of "General Remarks," however, there is much to be said, and a great deal might be said, if one was in a position to speak positively of Japanese affairs, and if matters which every foreigner whom they affect believes to be attributable to the deliberate action of the native Government.

It would, however, seem useless to reiterate grievances which are, perhaps correctly, attributed to the unfavourable action of the Japanese Government, without being able to offer positive proof that such is the case. But the native authorities take care that such proof shall not be attainable by foreigners. It is impossible, however, not to feel that in all that relates to the trade and existence of foreigners in this country, the native authorities exercise a baneful interference, so close and rigid as to be without a parallel elsewhere, and quite enough to account for the opinion very generally entertained, viz.: that the Government monopolizes almost all the profits arising from foreigners, to the great prejudice and discouragement of bonâ fide traders, and to the undoubted limitation of trade. We see that the people are remarkably industrious, and that the country abounds with resources for a very extensive and profitable trade; and if trade here were left to its natural course and allowed to develope itself as in other countries, it is the general belief that it would ere long have assumed very large and important proportions.

During last year, as in the preceding years, numerous complaints were made relative to the inefficiciency of the Custom-house, and other matters affecting the despatch of business at this port. The number of cargo-boats and the supply of coolies or labourers available for the service of Foreigners here are determined by the Japanese authorities, into whose hands all charges for the same are paid, and who, notwithstanding the oft repeated complaints on this head, still cause the supply to be most inadequate to the wants of the port.

The staff of interpreters also and other officers through whom shipping business has to be done at the Custom-house was found during part of last year to be very inadequate. Those drawbacks to the despatch of business caused the Foreign consuls in the port to address a conjoint letter to the Japanese Governors of Foreign affairs upon the subject with the view to obtain some improvement. Another source of annoyance is found in the fact that the Custom-house officials will not issue a permit until all the goods for which the permit is required have been brought to the jetty or to the examination house; from which place it often happens that the goods cannot be shipped or removed to the owners, go down in

time, and have to remain out at night exposed to all sorts of risks: and even those which are housed from the weather in a wooden examination house run the risk of being burned; in the event of which the Japanese declare they will not be reponsible for any loss sustained.

Amongst other complaints made to me by British merchants is one relative to the purchase of cocoons and silk worm eggs. I understand that from the first cocoons and silk-worm eggs were much sought for by Foreign merchants at this port, who were informed by Japanese silk merchants that there was a good supply of those articles, but that the native government prohibited the sale of them to Foreigners. However, within the last year, as I have been told, the French minister at Yeddo brought this subject before the Japanese government and obtained for the French merchants at this port—if not a monopoly—at least facility for the purchase of cocoons and silk-worm eggs, of which, since then, 60 or 80 piculs are exported every month by a French merchant, while British merchants and others cannot get any to buy, the Japanese saying as heretofore, that they are not allowed to bring cocoons into the market. I have spoken more than once to the governor of this port about this matter, and he denied that any special prohibition regarding those articles existed. The facts, certainly, are not reconcilable with unrestricted trade; and I have deemed it right to mention this matter among others affecting British interests here.

During last year I found it very difficult to obtain full, or in fact, any redress for British subjects injured by Japanese. In one instance, a chest of treasure, containing 3,000 dollars, was stolen from the house of a British merchant at a time when none but Japanese had access to his place, and although the Japanese authorities were promptly informed of the fact, yet they have failed to redress the injury. When robberies have been committed on themselves they almost invariably succeed in recovering the stolen property.

It is needless to multiply instances of the apathy of the local Government in all that regards the prosperity of the settlement. They have to be sure built a bund and two more jetties; but they refuse to furnish a light ship to light the harbour; to lay down buoys where required, or to make other improvements of the nature or necessity of which they cannot now, as heretofore, plead ignorance.

I regret to have to notice from year to year this unwillingness on the part of the Japanese to reciprocate the endeavours of foreigners to advance the prosperity of the port. As the murderous attacks upon foreigners during last year, and the repeated alarms of danger to this settlement and its foreign inhabitants, as well as the numerous attempts to curtail the liberty of foreigners residing within this district, have already been fully reported, I need not further refer to these matters here.

I am not in a position to say how the political changes which are going forward in this country and at the capital may affect this port; great caution in native merchants seemed to be the result of this state of things at times during last year. I have been told by a well informed Japanese that the population and importance of this port are likely to be greatly increased as soon as the Tycoon and the Daimios have left Yedo, (as it is reported will be the case) by a large influx of traders from that capital.

I.—A RETURN of the Number and Tonnage of Merchant Vessels which Arrived at and Departed from the Port of Kanagawa during the year ending the 31st December, 1862, distinguishing the countries to which they belonged.

| Arrived. | | | Departed. | | |
|---|---|---|---|---|---|
| Under what Colours. | Number of Vessels. | Tonnage. | Under what Colours. | Number of Vessels. | Tonnage. |
| British .. .. | 65 | 19,181 | British .. .. | 52 | 15,202 |
| American .. | 35 | 17,761 | American .. | 27 | 15,301 |
| Dutch .. .. | 13 | 3,302 | Dutch .. .. | 10 | 2,642 |
| French .. .. | 4 | 734 | French .. .. | 4 | 734 |
| Russian .. .. | 3 | 858 | Russian .. | 3 | 858 |
| Prussian .. .. | 1 | 759 | Prussian .. | 1 | 759 |
| Total .. | 121 | 42,595 | Total .. | 97 | 35,496 |

II.—A RETURN of the Number of Merchant Vessels, distinguishing their respective flags which cleared at the Custom House of Kanagawa, proceeding from and bound for the ports and places undermentioned, during the year ending the 31st December, 1862.

| Ports and Places. | Arrived. | | | | | | Departed. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | British. | American. | Dutch. | French. | Russian. | Prussian. | British. | American. | Dutch. | French. | Russian. | Prussian. |
| London .. .. | 2 | .. | .. | .. | .. | .. | 6 | .. | .. | .. | .. | .. |
| Shanghai .. .. | 53 | 18 | 6 | 4 | 2 | 1 | 32 | 9 | 9 | 4 | 1 | .. |
| Hongkong .. .. | 7 | 1 | .. | .. | .. | .. | 7 | 3 | .. | .. | 1 | .. |
| Holland .. .. | .. | .. | 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Singapore .. .. | 2 | .. | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. |
| San Francisco .. | 1 | 9 | .. | .. | .. | .. | .. | 3 | .. | .. | .. | 1 |
| Hakodadi .. .. | .. | .. | .. | .. | .. | .. | 2 | 3 | .. | .. | .. | .. |
| Nagasaki .. .. | .. | 4 | .. | .. | .. | .. | 1 | 1 | 1 | .. | 1 | .. |
| Whaling grounds .. | .. | 2 | .. | .. | .. | .. | .. | 6 | .. | .. | .. | .. |
| Amoy .. .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. |
| New York .. .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. |
| Total Vessels .. | 65 | 35 | 13 | 4 | 3 | 1 | 49 | 26 | 10 | 4 | 3 | 1 |

III—A RETURN of the Quantities and Value of Merchandize Imported into the Port of Kanagawa, in 65 British Ships of 19,181 Tons, from the Countries and Places undermentioned, during the year ending 31st December, 1862.

| No. in the Tariff. | Denomination of Articles. | Quantities. | From what Countries and Places imported. | Declared Value in Mex. Dollars. |
|---|---|---|---|---|
| 2 | Grey Shirtings .. bales | 2,083 | Shanghai, Hong Kong, and Singapore | $203,418 |
| 2 | White ,, .. ,, | 259 | | 27,712½ |
| 2 | Dyed ,, .. ,, | 142 | | 20,792 |
| 2 | Camlets ,, .. ,, | 2,027 | | 369,372½ |
| 2 | Cottons .. .. ,, | 703 | | 53,246½ |
| 2 | Chintzes .. .. ,, | 291 | | 30,125½ |
| 2 | Tafachelass .. .. ,, | 131 | | 33,615 |
| 2 | Velvets .. .. ,, | 134 | | 18,958½ |
| 2 | Woollens .. .. ,, | 72 | | 13,147 |
| 2 | Brocades .. .. ,, | 116 | | 18,013 |
| 2 | Cotton Yarns .. peculs | 3,442 | | 96,340½ |
| 2 | Long Ells .. .. bales | 32 | | 3,795 |
| 2 | Lastings .. .. ,, | 27 | | 4,785 |
| 4 | Vermillion .. .. peculs | 121 | | 11,654 |
| 4 | Medicine .. .. ,, | .. | | 11,332 |
| 2 | Tin, Lead, and Spelter ,, | 28,190 | | 587,462½ |
| 4 | Provisions .. .. ,, | .. | | 1,993 |
| 4 | Sugar .. .. ,, | 1,000 | | 8,725 |
| 4 | Timepieces .. .. ,, | .. | | 1,339 |
| 4 | Miscellaneous .. ,, | .. | | 24,721 |
| | Total .. .. | .. | .. | 1,540,547½ |

At 4*s.* 2*d.* £320,947 7*s.* 11*d.*

IV.—A RETURN shewing the Quantities and Value of Merchandize Exported from the Port of Kanagawa, in 52 British Vessels of 15,202 Tons, to the Countries and Places undermentioned, during the year ending 31st December, 1862.

| No. in the Tariff. | Denomination of Articles. | Quantities. | To what Countries and Places exported. | Declared Value in Mex. Dollars. |
|---|---|---|---|---|
| 4 | Raw Silk .. .. peculs | 13,008 | Shanghai, Hong-Kong, and London. | $4,446,871 |
| 4 | Tea .. .. .. ,, | 25,882 | | 366,734 |
| 4 | Copper .. .. ,, | 3,329 | | 58,905½ |
| 4 | Timber .. .. ,, | .. | | 9,490 |
| 4 | Lacquered Ware, &c. ,, | .. | | 14,861½ |
| 4 | Oil .. .. .. ,, | 830 | | 4,726½ |
| 4 | Seaweed .. .. ,, | 4,000 | | 7,425½ |
| 4 | Saltpetre .. .. ,, | 229 | | 1,831⅓ |
| 4 | Paper .. .. ,, | 49 | | 2,234 |
| 4 | Wax .. .. .. ,, | 249 | | 3,190 |
| 4 | Isinglass .. .. ,, | 65 | | 2,868 |
| 4 | Gensing .. .. ,, | 47 | | 7,665½ |
| 4 | Mushrooms .. .. ,, | 325 | | 5,819½ |
| 4 | Dried Fish .. .. ,, | 1,775 | | 14,207½ |
| 4 | Silk Goods .. .. ,, | .. | | 440 |
| 4 | Raw Cottons .. ,, | 2,106 | | 29,729½ |
| 4 | Medicine .. .. ,, | .. | | 593½ |
| 4 | Gall Nuts .. .. ,, | 46 | | 230 |
| 4 | Miscellaneous .. ,, | .. | | 7,191½ |
| | Total .. .. | .. | .. | 4,985,014½ |

At 4*s.* 2*d.* £1,038,544 13*s.* 9*d.*

V.—STATEMENT of Import and Export Duties paid by Foreign Vessels during the year ending 31st December, 1862.

| | Imports. | Exports. | Total. |
|---|---|---|---|
| British .. .. .. .. | 65,321 | 186,762 | 252,083 |
| French .. .. .. .. | 5,263 | 9,656 | 14,919 |
| American .. .. .. .. | 14,692 | 20,059 | 34,751 |
| Russian .. .. .. .. | 2,603 | 345 | 2,948 |
| Dutch .. .. .. .. | 22,418 | 16,431 | 38,849 |
| Prussian .. .. .. .. | 1,341 | 984 | 2,325 |
| Total .. .. .. | 111,638 | 234,237 | 345,875 |

Total $345,875 at 4*s*. 2*d*. £72,057 5*s*. 10*d*.

VI.—A Synoptical Table of the Import Trade from Foreign Countries at the Port of Kanagawa, during the year ending December, 1862, specifying the description and quantities of commodities, as well as their estimated value, and distinguishing the national character of the ships in which they were imported, viz. :—

| Commodities. | Quantities, and in what Ships Imported. | | | | | | Aggregate Quantity Imported. | Declared Value in Mex. Dollars. |
|---|---|---|---|---|---|---|---|---|
| | British. | American. | Dutch. | French. | Russian. | Prussian. | | |
| | | | | | | | | $ |
| Grey Shirtings.. .. .. bales | 2,083 | 360 | 10 | 245 | .. | .. | 2,698 | 268,809½ |
| White „ .. .. .. „ | 259 | .. | .. | .. | .. | .. | 259 | 27,712½ |
| Dyed „ .. .. .. „ | 142 | 6 | 2 | .. | 30 | .. | 180 | 32,542 |
| Camlets .. .. .. „ | 2,027 | 316 | 165 | 146 | 38 | 4 | 2,696 | 480,248½ |
| Cottons .. .. .. „ | 703 | 157 | 116 | 153 | 10 | .. | 1,139 | 104,177 |
| Chintzes .. .. .. „ | 291 | 99 | 20 | 194 | 21 | .. | 625 | 73,513½ |
| Tafachelass .. .. .. „ | 131 | 4 | 130 | .. | 8 | .. | 273 | 65,176 |
| Velvets.. .. .. .. „ | 134 | 17 | 9 | 4 | .. | .. | 164 | 23,209½ |
| Woollens .. .. .. „ | 72 | 39 | 61 | 17 | .. | .. | 189 | 35,316 |
| Brocades .. .. .. „ | 116 | .. | .. | .. | .. | .. | 116 | 18,013 |
| Cotton Yarns .. .. .. piculs | 2,442 | 327 | .. | .. | 387 | 11 | 3,167 | 128,608½ |
| Long Ells .. .. .. bales | 32 | 25 | .. | .. | .. | .. | 57 | 8,245 |
| Lastings .. .. .. „ | 27 | 13 | .. | .. | .. | .. | 40 | 6,847½ |
| Vermilion .. .. .. piculs | 121 | 23 | .. | 16 | .. | 23 | 183 | 15,739 |
| Medicine .. .. .. „ | .. | .. | .. | .. | .. | .. | .. | 20,561½ |
| Tin, Lead, Spelter .. .. „ | 28,190 | 8,284 | 3,042 | 1,212 | 5,958 | 1,497 | 48,183 | 1,190,880 |
| Time-pieces .. .. .. „ | .. | .. | .. | .. | .. | .. | .. | 1,961½ |
| Provisions .. .. .. „ | .. | .. | .. | .. | .. | .. | .. | 14,679 |
| Sugar .. .. .. .. „ | 1,000 | 89 | .. | .. | .. | .. | 1,089 | 9,725 |
| Tin Plates .. .. .. boxes | .. | .. | 100 | .. | .. | .. | 100 | 400 |
| Miscellaneous .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | 50,566 |
| Total .. .. .. | .. | .. | .. | .. | .. | .. | .. | 2,576,930½ |

VII.—A Synoptical Table of the Export Trade to Foreign Countries at the Port of Kanagawa, during the year ending 31st December, 1862, specifying the description and quantities of commodities, as well as their estimated value, and distinguishing the national character of the ships in which they were exported, viz. :—

| Commodities. | Quantities, and in what Ships Exported. | | | | | | Aggregate Quantity Exported. | Declared Value in Mex. Dollars. |
|---|---|---|---|---|---|---|---|---|
| | British. | American. | Dutch. | French. | Russian. | Prussian. | | |
| Raw Silk .. .. .. piculs | 13,008 | 970 | 954 | 702 | 35 | 3 | 15,672 | $ 5,422,372 |
| Tea .. .. .. .. ,, | 25,882 | 11,966 | 2,093 | 909 | 11 | 384 | 41,245 | 567,080 |
| Copper.. .. .. .. ,, | 3,329 | 991 | 30 | .. | 14 | .. | 4,364 | 77,587½ |
| Timber.. .. .. .. ,, | .. | .. | .. | .. | .. | .. | .. | 29,433½ |
| Lacquerd ware.. .. .. ,, | .. | .. | .. | .. | .. | .. | .. | 28,338½ |
| Oil .. .. .. .. ,, | 830 | 533 | 20 | .. | .. | .. | 1,383 | 7,976 |
| Seaweed .. .. .. ,, | 4,060 | 7,649 | 1,149 | 247 | .. | .. | 13,105 | 20,400½ |
| Saltpetre .. .. .. ,, | 229 | 82 | 100 | .. | .. | .. | 411 | 3,539 |
| Paper .. .. .. .. ,, | .. | .. | .. | .. | .. | .. | .. | 7,947 |
| Wax .. .. .. .. ,, | 249 | .. | .. | .. | .. | .. | 249 | 3,190 |
| Isinglass .. .. .. ,, | 65 | 8 | .. | 14 | .. | .. | 87 | 3,251½ |
| Gensing .. .. .. ,, | 47 | 6 | 13 | 2 | .. | .. | 68 | 10,916½ |
| Mushrooms .. .. .. ,, | 325 | 247 | .. | .. | .. | .. | 572 | 10,756½ |
| Dried Fish .. .. .. ,, | 1,775 | 1,384 | 24 | 90 | .. | 500 | 3,773 | 22,593½ |
| Silk Goods .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | 1,298½ |
| Raw Cottons .. .. .. .. | 2,106 | 1,382 | 202 | .. | 926 | .. | 4,616 | 64,746½ |
| Medicine .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | 1,112½ |
| Gallnuts .. .. .. .. | 46 | 21 | .. | .. | .. | .. | 67 | 367½ |
| Camphor .. .. .. .. | .. | 20 | 5 | .. | 54 | .. | 79 | 2,290½ |
| Miscellaneous .. .. .. .. | .. | .. | .. | .. | .. | .. | .. | 19,930½ |
| Total .. .. .. | .. | .. | .. | .. | .. | .. | .. | 6,305,128 |

VIII.—A RETURN showing the Amount of Trade carried on by nationality at the Port of Kanagawa, during the year ending 31st December, 1862.

IMPORTS.

| | | |
|---|---|---|
| In 121 Vessels— | | |
| By British Merchants | (including 2 German firms) .. | 1,575,734 |
| French ,, | (including 1 ,, ) .. | 20,783 |
| American ,, | .. .. .. .. .. | 122,836 |
| Dutch ,, | (including 2 German firms) .. | 857,577 |
| | Total .. .. .. .. | 2,576,930 |

At 4*s.* 2*d.* £536,860 10*s.* 5*d.*

EXPORTS.

| | | $ |
|---|---|---|
| In 97 Vessels— | | |
| By British Merchants | .. .. | 4,707,384 |
| French ,, | .. .. | 337,271 |
| American ,, | .. .. | 314,627 |
| Dutch ,, | .. .. | 945,846 |
| Total .. | .. .. | 6,305,128 |

At 4*s.* 2*d.* equal £1,313,568 6*s.* 8*d.*

Kanagawa, January 31, 1863.

## NAGASAKI.

*Report by Mr. Consul Winchester on the Trade and Shipping of Nagasaki for the year* 1862.

The following are the figures of British arrivals during the last two years :—

| | | Tons. | | Crews. |
|---|---|---|---|---|
| 1861 .. .. | 80 vessels of | 33,013 | .. .. | 2,152 |
| 1862 .. .. | 105 „ | 31,681 | .. .. | 1,880 |
| Increase .. | 22 Decrease | 1,332 | Decrease | 272 |

The movements of British shipping have been distributed almost entirely among the neighbouring ports of China and Japan. Four-fifths of the whole trade of Nagasaki comes or goes by Shanghai. There is a small indirect trade through Batavia with Holland in hardware, glass, and other miscellaneous articles, and two or three ships are laden during the year for English ports.

The progress of the employment of foreign shipping under other treaty flags will be seen from the following entries :—

| | | Vessels. | | Tons. |
|---|---|---|---|---|
| *American* .. .. | 1861 .. .. | 44 | .. .. | 14,634 |
| | 1862 .. .. | 60 | .. .. | 23,160 |
| | Increase | 16 | Increase | 8,526 |
| *Dutch* .. .. .. | 1861 .. .. | 19 | .. .. | 6,093 |
| | 1862 .. .. | 30 | .. .. | 9,758 |
| | Increase | 11 | Increase | 3,665 |
| *French* .. .. .. | 1861 .. .. | 3 | .. .. | 934 |
| | 1862 .. .. | 15 | .. .. | 2,732 |
| | Increase | 12 | Increase | 2,798 |
| *Russian* .. .. .. | 1861 .. .. | 1 | .. .. | 312 |
| | 1862 .. .. | 2 | .. .. | 624 |
| | Increase | 1 | .. .. | 312 |

The Portuguese flag has been represented by three vessels of 990 tons.

From the foregoing analysis there seems no reason to doubt that while the amount of British tonnage has slightly decreased, the employment of foreign shipping in general has steadily increased during the past year. The amount of progress is fairly represented by the figures of the totals in the returns for the two years.

Total foreign shipping:—

| | | | |
|---|---|---|---|
| 1861 .. .. .. | 147 vessels of | 54,986 | tons. |
| 1862 .. .. .. | 212 „ | 69,945 | „ |
| Increase .. | 65 „ | 14,959 | „ |

These vessels must on the whole have found very remunerative employment. During the first four months, January to April inclusive, freights to Shanghai and Hong Kong ranged respectively from $6 to $7, and from $8 to $10 per ton of 40 cubic feet. In the summer these rates fell in consequence of the unusual resort of shipping to Shanghai to $3—$4 and $5—$7 for the two ports. But even these rates considering the nature of the voyages must have been sufficiently profitable. In the latter months of the year, October to December, freights rose considerably above summer rates.

A very notable feature connected with the foreign shipping at this port during 1862 has been the frequent resort of steamers intended for sale to the Japanese Government and Princes. Three small steamers—the "Columbia" and "Taoutae," American, and "Gazelle," English—have changed hands here. An English sailing vessel called the "Armistice" was also bought at the beginning of the year for $34,000. But so great has been the desire for the acquisition of steamers that the last-named ship has been offered for sale. The craft actually sold having brought fabulous prices, there has been a sudden rush of disposable steam vessels here and to Yokuhama. It is difficult to imagine anything more blind than the avidity with which the Japanese Government have snatched at the opportunity of purchasing. Many of their acquisitions are eminently unsuited for any conceivable uses to which the Japanese Government can be supposed to apply them. As war vessels they are utterly contemptible. Except as dispatch vessels or affording the exhibition to the natives of the mastery by Japanese skill of so powerful an agent as steam, they are next to useless. Still, these purchases are important as marking the intense desire of the Japanese to appropriate and wield the elements of naval force—a desire too impatient even to wait for the instruction without which the instrument cannot be controlled. Their carelessness, improvidence, and rashness in the management of engines is so frightful as to have often seriously alarmed the Dutch chief of the engine factory here; yet so proud and jealous are they of foreign interference that they refuse to consult or advise with their own employés. The consequence will be that one or two years will see most of these vessels damaged beyond the possibility of being repaired.

The valuations accepted by the customs from the foreign merchant for the purpose of fixing the duty represent nothing like the cost or invoice value of the articles. This is more especially the case with respect to goods imported to the uses and value of the articles. This is more especially the case with respect to goods imported to the uses and value of which the officers of Customs are comparatively strangers. To arrive at an approximate estimate of the value of the articles imported it will be proper to consider the Mexican dollar as equivalent to a Japanese tael and a half. This places the total value of the imports at two and a half millions of dollars or £525,000 sterling.

The consideration of the following points will serve to render intelligible the system pursued by the foreign merchant here in making his custom-house valuations: 1stly, he turns the values of his goods, which are worth so many dollars, into Japanese taels, at the market rate of the day—say, from 3·50 to 4 taels. On the amount as converted, he pays 5 per cent., also in taels. But according to treaty the customs are obliged to accept his dollars at weight for weight, which makes the dollar equal to taels 5.5—so that there is a saving of nearly 30 per cent. It will indicate the indulgence and laxity of the Japanese to state that this system could at once be put a stop to if the custom-house were to

dispute valuations and take over the articles against dollars paid by them at weight for weight.

2ndly. The duties being *ad valorem* it is the object of the foreign merchant to give the lowest value which can be imposed on the customs' officers. Liberal and considerate behaviour easily secure the indulgence of the customs' staff in the acceptance of valuations lower by from 30 per cent. to 50 per cent. than the actual prices.

3rdly. Goods imported by Chinese are passed at valuations from 15 per cent. to 20 per cent. lower than those allowed to Europeans.

4thly. Where duties are paid on weighed articles, the declared weight is always from 15 per cent. to 20 per cent. under the real.

5thly. Import duties are evaded on articles paying 20 per cent. duty, the packages being represented to contain goods on which the 5 per cent. rate is leviable, such packages, when the bulk bears a very small ratio to the value, are occasionally smuggled outright.

6thly. There are 956 packages entered as stores which it is understood pass the customs at valuations merely nominal. All articles stated to be for household use are allowed to be removed without permit from the ships.

The year which has just closed indicates a steady increase in the consumption of foreign staples. I have thought it worth while to compare the quantities of cotton and woollen manufactures in the two years as gathered from the custom-house returns, which may be assumed to be tolerably correct in so far as the number of pieces is concerned.

Cotton Manufactured piece goods of all kinds:—

| | 1861. Pieces. | 1862. Pieces. |
|---|---|---|
| Brocades | 280 | 3,304 |
| Chintzes | 17,509 | 20,107 |
| Cottonets | 15,462 | 4,586 |
| Drills | 3,837 | 294 |
| Ginghams | 2,413 | 40,810 |
| Handkerchiefs | 30,164 | 26,375 |
| Turkey red cloths | 3,134 | 571 |
| Dyed shirtings | 1,390 | 6,078 |
| Grey „ | 57,601 | 68,722 |
| Spotted „ | 6,470 | 5,204 |
| White „ | 28,591 | 30,576 |
| Velveteens | 1,183 | 853 |
| Cotton shirts | — | 1,852 |
| | 168,034 | 209,332 |

Showing an increase of 40,298 pieces in favour of the year 1862.

| | 1861. | 1862. |
|---|---|---|
| Cotton yarn imports | 128 | 182 |

Give an increase of 54 bales for last year.

| Woollen Manufactures:— | 1861. Pieces. | 1862. Pieces. |
|---|---|---|
| Blankets | 641 | 10,158 |
| Camlets | 3,065 | 10,313 |
| Russian cloth | 250 | 1,882 |
| Damask | 4 | 545 |
| Flannels | 2,474 | 5,777 |
| Spanish stripes | — | 478 |
| | 6,434 | 29,153 |

Exhibiting the very marked increase of 22,719 pieces in 1862.

There has been a considerable increase in the demand for tin and lead.

| | 1861. | 1862. |
|---|---|---|
| Tin .. .. .. .. | nil .. | 1,250 piculs. |
| Tin plates .. .. .. | 2,098 boxes .. | 2,705 boxes. |
| Lead.. .. .. .. | 603 piculs .. | 6,038 piculs. |

The comparative view might be easily extended to other articles of importance, but would protract this despatch to a very unnecessary length. Before, however, taking leave of the import division of the subject it is desirable to advert to the duty classification of articles. The fact that all miscellaneous and unnamed articles fall, according to the language of the treaty, into the category paying 20 per cent. duty, and the want of bonded warehouses act as considerable hindrances to the ventures and experiments which a new and growing trade especially requires. The import of many articles which would be purchased in large quantities is much checked, if not entirely prohibited by the higher rate of duties; and whenever there is any trade in such articles, it may be affirmed that the difficulty is got over either by inadequate valuation, reduced weight, or positive smuggling. The following articles are those which require most urgently to be included in the 5 per cent. rule, raw cotton, glass ware, ivory, scientific and other instruments, medicines, pepper, rattans and betel nut, soap, sandal and sapan-woods, sugar and sugar candy, tin plates, ginseng.

From the above enumeration it will be seen that almost all those articles of produce which come from tropical countries, pay the higher rate of duty, a fact in itself inimical to the development of the commercial instinct which it is so desirable to foster in Japan. The temperate climate renders the internal culture of such products difficult in all cases, in many, impossible. Nothing, as we may see from reference to the history of our own commerce, is so rapid as the diffusion of a taste for tropical articles, and its formation would be one of the most permanent safeguards against a return to the old Japanese system of isolation. For these reasons, it seems to me specially desirable to embrace straits produce in any future favourable revision of the tariff.

The circumstances which facilitate low valuations for imports, operate also with respect to exports; but, perhaps, to not quite the same extent. The Japanese are necessarily better acquainted with the real value of articles, the produce of their own country. Yet in respect to exports, there is abundant evidence to prove that valuable goods either never pass the customs, or pass it under guise of lower denominations. For instance, while the customs' list contains 554 piculs of silk, the return kept by mercantile agencies shows an export of 967 piculs. My colleague, the Consul for Portugal, who is actively engaged in trade as the agent of a great China firm, estimates 1·80 taels as equivalent to a dollar in the export table. This estimate places the total value of exports at about three millions of dollars, 750,000*l.*

The export trade shews on the whole the same steady and satisfactory increase during the past year. I select the figures which the returns furnish in respect to a few of the more important articles as illustrations of the progress and fluctuations in this division of the trade:—

| | | 1861. | | 1862. |
|---|---|---|---|---|
| Camphor .. .. | piculs | 662 | .. | 1,653 |
| Coals .. .. .. | tons | 5,000 | .. | 6,000 |
| Crockery .. .. | packages | 9,888 | .. | 11,557 |
| Cassia .. .. .. | piculs | 1,929 | .. | 1,653 |
| Gallnuts .. .. | „ | 1,633 | .. | 1,341 |
| Planks .. .. .. | pieces | 247,627 | .. | 709,837 |
| Poles .. .. .. | „ | 29,277 | .. | 69,327 |
| Seaweed .. .. | piculs | 51,227 | .. | 85,188 |
| Rape seed .. .. | „ | 5,135 | .. | 350 |
| Silk .. .. .. | „ | 170 | .. | 554 Customs.<br>967 actual. |
| Tea .. .. .. | „ | 20,551 | .. | 28,159 Customs.<br>5,000,000 lbs. actual. |
| Tobacco .. .. .. | „ | 2,953 | .. | 2,796 |
| Wax .. .. .. | „ | 7,868 | .. | 5,044 |

The gradual increase in the export of tea and silk, lumber and coals may be regarded as particularly satisfactory. There are three or four large tea-firing places established by foreign merchants whigh give constant employment in the preparation of tea for foreign markets to many hundreds of people. The extension of the silk culture is sure to give additional comfort to many needy homes. Besides the increased shipment of coals as cargo, the number of war and merchant steamers furnished with fuel necessary to navigation has been more than doubled, so that there has been no difficulty in maintaining a supply adequate to the wants of foreign navigation. Mining operations must, therefore, have been largely increased. The great increase in the export of timber, while it indicates the natural wealth of the Japanese forests, must have created a good demand for labour in some of the most secluded districts of the country. It is impossible to believe that such results of foreign commerce do not make themselves sensibly apparent to large and increasing numbers of the population.

When treating of imports, I took occasion to point out that the absence of bonded warehouses and drawbacks, and the extensive range of the 20 per cent. rate acted as hindrances to import trade. Here it may not be out of place to observe in respect to both sides of the tariff, that the principle of *ad valorem* duties always difficult to manage, even with the most favourable appliances is unsuitable, if not pernicious, in a country like Japan. It enables the foreign merchant to make a questionable saving, of which, in nine cases out of ten, only a small proportion goes to the credit of the constituent. It tempts the young men, to whom the care and custody of goods is committed, to incur risks which, however inconsiderable on an average view, might result in a total forfeiture of value unreplaceable from their own resources. It deterioates the commercial spirit by creating a kind of rivalry in deception, and the economy instead of benefitting the trade generally is absorbed by the agent. Under such circumstances, the commutation of the *ad valorem* duties into fixed rates for the principal articles, both of import and export, appears to me to be a chief desideratum in a future revision of the tariff with this country. Such a change will no doubt involve some labour of *reduction;* but once accomplished will be infinitely more satisfactory to both parties than the present system. Undoubtedly the Japanese Government derive a much less revenue from foreign commerce than is their due. A knowledge of this fact tends to lead to the formation of monopolies, as is the case with respect to the exclusive sale of coals by the Government officials here, and to the imposition of transit and other dues in the interior, so that what is lost at one end is gained

at the other in a sense entirely unfavourable to foreign trade; for, whereas customs overcharges can always be rectified by appeals to the letter of the tariff, internal exactions are utterly beyond the reach of our influence.

The value of the whole foreign trade at Nagasaki, estimated at the rates adopted in this despatch is about 1,275,000*l*. It is probable that this amount is under rather than over the truth; for the commerce of the Chinese guild, and the 1,800 outside Chinese, of which no account is obtainable, naturally seeks the superior safety and accommodation of foreign shipping; many of the outside Chinese do their business through foreign agents. It might be interesting, if it were possible, to discriminate the different amounts of trade under the several national flags. But no principle with which I am acquainted could of itself be employed to draw the line of demarcation. The shipments to and from Shanghai have no uniform relation to distinctions of flag, and are essentially indiscriminate. Dutch and American firms are large importers of Manchester goods; and while English firms in Shanghai employ foreign agents here, the English merchants in Nagaski may be the local factors of foreign houses in China. From confidential information the business of the four principal English commercial agencies may be taken to represent cummissions on at least a million and a half of dollars. This is considerably under the proportion of the trade which the British tonnage figures give. Such conjectural estimate as I am led to form from these returns from private sources, and from my own observation, places British interest in the trade of Nagasaki at a moiety of the total amount.

The necessary funds for the purchase of the excess of exports over imports have been partly supplied by the purchase of foreign vessels, and partly by the import of dollars from Shanghai, with which port alone there is arate of exchange. The average rate during the year has been from 2 to 4 per cent. discount for drafts at 10 days sight.

The exchange between dollars and Japanese coin has formed a subject of more or less complaint throughout the year. Its fluctuations have been from 225 to 200 ichiboos per $100. The average being about 208 ichiboos per $100. I forbear to enter in detail as to the causes which have maintained this low rate, and content myself with noting them in the briefest manner: 1st, the excess of exports over imports: 2nd, an importation by the Chinese guild of base dollars: 3rd, a fanciful rejection of certain issues of the Mexican mints: 4th, an insufficient supply of Japanese currency. To the obviation of the influences from the 2nd and 3rd causes my exertions have been constantly directed since my arrival here. The 4th arises from the operations of the Japanese mint being unequal to supply the currency required for the transactions of the country as increased by foreign trade. I believe that if the Japanese Government could be only persuaded to give an increased activity to their coinage operations, most of the currency difficulties and irregularities would entirely disappear with the increasing supply of the circulating medium. I by no means concur in the extravagant notions of the profit which, by some inexplicable legerdemain the Japanese Government are suppose to derive from the currency, nor in the estimate of its detrimental action on commerce. Much of the apparent loss to foreign trade is compensated by the impulse confessedly given to the import trade; and if the seigneurage on the Japanese mint issues is undoubtedly large, it must be remembered tha the coin returns to the

Government in the shape of taxes without any depreciation in its receipt as an equivalent of either produce or bullion. The inequalities are the natural results, in a country new to general commercial operations, of a preference for native currency, of which there is an inadequate supply, and will ultimately rectify themselves by the necessities springing out of continued commercial intercourse with the world. The fact that the Japanese Government have recently made overtures to a foreign firm for the import of gold bullion may serve as a confirmation of the belief that no mysterious control is exercised over the values of the precious metals.

It may be of interest to note the composition of the foreign commercial community of the port. There are four British and two American agencies; five Dutch establishments proper, including a branch of the Netherlands Trading Society and two German firms which have hitherto been under Dutch protection; a Parisian agency, two general stores, and two or three individual Englishmen and Americans who superintend the business of the outside Chinese, and lastly the Chinese guild or corporation. There is ample ground allotted for the wants of this community, both commercial and household, in the quarters of Desima, Ora, and along the slopes of the hills on the Southern side of the bay. A safe evidence of the growing prosperity of the settlements may be found in the premium which land commands, in some instances amounting to $2,000 on lots for which leases have not yet been issued, or rent been paid.

Within the Treaty limits, any infraction of which is watched with extreme jealousy, there is no hindrance of any moment to the movements of foreigners. Cases of unprovoked personal violence to foreigners are almost unknown. In view of the constant liberty given to seamen, both of war and merchant vessels, the number of complaints from both sides is unusually small. On the other hand, thefts and larcenies on foreign premises are both numerous and daring, to such an extent as seriously to affect the commerce in certain articles. Japanese traders themselves have only very limited notions of commercial honesty, and the Japanese officials persistently evade the punishment of thieves and the enforcement of the payment of debts. Repeated exertions have been made to urge them to a performance of their duty in these respects.

With these drawbacks, which are no slight ones, the position of the community may be described as satisfactory. It is also pleasing to be able to add, that the relations of its different national sections, both with each other and the consular authorities, under whose control they are placed, are friendly and harmonious.

Nagasaki possesses many advantages as a resort for shipping. The harbour is large, safe, and of easy access. Provisions are reasonable. Coals, even after paying an impost of 10*s.* a ton to the official depôt at Akonora, are sold at 23*s.* per ton. Workmen, wood, and other materials for repairs are suitable, abundant and cheap. And if the Government could be induced to grant permission for the formation of docks and patent slips by private foreigners, the result would be of the greatest benefit and convenience to the crowd of foreign shipping which frequents these seas, and is now obliged for these facilities to resort to Shanghai, in every respect the most expensive port, after Calcutta, in the East. But the jealousy and indolence of the Japanese Government are both antagonist to such concessions. It may serve to give an idea of its habitual action, to mention that an accomplished Dutch shipbuilder and competent staff of foremen, specially sent for to superintend the construc-

tion of a large steam-frigate, have been here for nearly a year; that her machinery and necessary gear are all arrived and in store, and that the authorities have not yet determined the spot where the ship is to be laid down.

Nagasaki, February 18, 1863.

# MECKLENBURG SCHWERIN.

## ROSTOCK.

*Report by Mr. Vice-Consul Schultze on the Trade of Rostock for the year* 1862.

At the beginning of the new year I beg to present the following Report on the commerce of the two sea-ports, Rostock and Wismar, and on the general situation in the Duchy of Mecklenburgh.

The year 1862 can in many respects only be regarded with dissatisfaction.

Shipping and Navigation have been nearly to the usual extent, but the ship-owning business has had to labour under too low freights. Freights were, almost during the whole year, only offering in the carrying trade, whilst for the direct trade from their own harbours there was not sufficient employment, a circumstance which makes always, on so large a fleet as the Mecklenburgh, a very bad impression. Freights here in the ports were depressed during the whole year, and the dividends in the ship-owning business have therefore, generally speaking, not been remunerating. The British vessels which touched the port were also, more than usually forced to clear in ballast, and to sail in other ports for freights.

The numbers of vessels which have arrived and departed at Rostock and Wismar are as follows: in Rostock, 1862, 675 vessels arrived, and 703 departed, and in 1861, 699 vessels arrived, and 671 departed, therefore 24 less have arrived, and 32 more have departed, than in the year 1861; in Wismar, 1862, 309 vessels arrived, and 300 departed, and in 1861, 276 vessels arrived, and 267 departed, therefore in Wismar 33 more arrived, and 33 more departed than in the year before.

Of the 703 vessels which departed from Rostock, 399 were in ballast, 116 empty, 11 cleared coastwise for Wismar, and 16 had arrived from other ports, and cleared without unloading, and 116 only cleared with full cargo, of which 8 were British.

To England 93 vessels have departed, 89 with full cargo, of which 5 were of the British flag, namely, 87 with wheat, and 2 with cattle bones, whereas the year before 111 vessels had departed for England.

Of the 675 vessels which arrived 84 were in ballast, 5 empty, 3 coastwise from Wismar, and 16 destined from other ports, the rest, 567, had full cargo.

From England 183 vessels have arrived at Rostock, 168 with cargo, of which 11 of the British flag, namely 14 in ballast, 123 with coals, 2 with slates, 4 with iron, 5 with salt, and 30 with rice, coffee, sugar, and other general cargoes, 1 with flint ware, and 1 with oil.

Upon the whole the commerce with England has been to the usual extent, and in proportion to the other trade of the ports it is by far the most important, as, indeed, the trade is almost entirely directed to and from England, corn being the chief export, and coals, iron, and colonials the chief import articles. In Wismar the state of shipping and Navigation is similar. The exportation of corn has been 1,300 lasts less, but the importation of coals has been considerably higher than in 1861. In the year 1860 only 6 to 7,000 lasts, or 14,000 tons of coals, were imported, in 1861, 24,000 tons, and in 1862, 26,400 tons have been imported.

The number of vessels belonging to Mecklenburgh at the beginning of the new year amounts to 417, of which 389 are measured to 48,456 ship lasts, or 145,368 British tons. Wismar has 50 vessels, of which 46 are measured to 15,351 tons, and Rostock has 367 vessels, of which 343 are measured to 43,339 lasts, or 130,017 tons; 24 vessels are not yet measured.

In Wismar there has been no loss of vessels last year, but 3 have been built new, so that the number has increased by 3, which not being measured yet the tonnage has remained the same as last year.

Rostock has lost 12 vessels, and has built 24 new ones, so that the number also increased by 12, and the measured tonnage by about 4,000 tons. The losses have by far not been so numerous as in 1861; hence last year an increase against a decrease of 4,000 tons in the preceding year at Rostock. Trade and commerce have only been lingering in both ports last year, the corn trade not having turned profitable. At the time when the corn supplies from the interior of the country were arriving, it was the fear of a war between England and America, and the uncertainty whether France would want further supplies, which animated speculation in a high degree, and raised the prices of corn to a very high high rate. Best wheat was paid in the first part of the year with 56 to the farmer, without any aspect for ready shipment, as prices in England were at that time already proportionally lower, considering shipping charges, and cost and frieght to England, which amounts to 8s. together. Later on towards spring, at re-opened navigation, all fears for a war had dispersed, spring set in with brilliant aspects for the crops, and unexpected great supplies arrived from America, so that prices receded fully 10s. per quarter in England; they recovered afterwards a few shillings, the weather being cold and rainy during the greatest part of summer, but only in order to close with a still greater decline towards the end of the year. The greatest part of the stocks must, therefore, at last be sold with a loss of about, at least, 14 shillings per quarter, which has not occurred since many years. However, the losses have been mostly suffered by the merchants on this side, and British capital has not had to partake of them. As the crop has been only deficient in 1861, the quantities exported have been much lower than in the year before.

The exportation from Rostock has amounted to :—

| | | | | | | |
|---|---|---|---|---|---|---|
| Wheat .. .. | 5,945 | Lasts | 85 | Scheffels or | 77,295 | Quarters. |
| Rye .. .. | 173 | „ | 89¾ | „ | 2,260 | „ |
| Barley .. .. | 2 | „ | 38 | „ | 31 | „ |
| Oats .. .. | 3 | „ | 12 | „ | 43 | „ |
| Malt.. .. .. | 319 | „ | 60¼ | „ | 4,154 | „ |
| Rapeseed .. .. | 188 | „ | 21 | „ | 2,447 | „ |
| Total .. | 6,633 | „ | 18½ | „ | 86,230 | „ |

in 118 vessels, of which 5 only were of the British flag, and 113 others, mostly of the Mecklenburgh flag :—

| | | | | | |
|---|---|---|---|---|---|
| 1861 .. 267 | vessels exported | 11,465 | Lasts or | 149,117 | Quarters. |
| 1860 .. 210 | „ | 11,852 | „ | 155,797 | „ |
| 1859 .. 177 | „ | 9,688 | „ | 125,981 | „ |
| 1858 .. 160 | „ | 7,708 | „ | 100,245 | „ |

The quantities exported from Wismar in 1862 are also lower than the preceding years, however not in so great a proportion, viz :—

| | | | | | |
|---|---|---|---|---|---|
| Wheat .. .. | 2,439 | Lasts | 74 | Scheffels or | 31,716 | Quarters |
| Rye .. .. .. | 3 | „ | 72 | „ | 48 | „ |
| Rapeseed .. .. | 880 | „ | .. | „ | 11,440 | „ |
| Total .. | 3,323 | „ | 88 | „ | 43,204 | „ |

against 4,683¾ lasts, or 60,888 quarters in 1861.

Agriculture has had to enjoy a much better crop than in the year 1861. The latter had been plainly deficient, whereas the new crop is estimated to above an average one. The quality of wheat is also better, weighing 60 to 61 lbs. per bushel.

But the farmer has had to complain of calamitous visitations with his

cattle, owing, as it appears, to the wet summer. Horned cattle has in many parts been visited with a sort of scurvy, and horses with glanders, but these diseases appeared only sporadically, sheep, however, were attacked with small-pox, and this disease has epidemically spread over the whole country, and done a great deal of damage. It is still raging in the new year, and the outfall in the production of wool must be proportionally great.

Wool, butter, and live-stock are however not exported by sea, but are transported to Hamburgh and Berlin, and thence further.

Public works are now in construction, except the railroad from Gustrow to Brandenburg, which will be completed during the present year. It is of greater importance if it is only extended to Stettin, which is the plan, but which will probably not be conceded by the Prussian Government until an arrangement on the Elbe duties, and on the Berlin Hamburgh railroad duties are settled.

Population covers the country but thinly, and is getting more and more thin, as emigration to foreign countries is great, the people generally not being content under a harsh feudal government, which allows no free settlement, and makes even matrimony difficult and dependent of a permission of the feudal sire.

In one respect the past year has a merit and can boast to have reached the aim of 39 years hard struggle, namely, that the treaty of the government with the feudals, respecting the customs' duties, which brings them in the lowest possible degree, under indirect duties, has been brought to a conclusion.

The tariff will be set in operation, with the new customs' laws, towards October next. From the 1st of October the land will be lined at its frontiers with customs' officers. Exportation and transportation will be fully free, and only importation will be taxed with a very low duty, varying from 1*s.* 8*d.* down to 1*d.* per 100 lbs. gross weight on the different articles.

The intercourse in and through the interior will also be left fully free, whereas, at present, it is lamed and checked by innumerable tolls. The new tariff is not yet fully settled, and consequently not yet published.

Rostock, January, 1863.

# MEXICO.

## MAZATLAN.

*Report of Mr. Vice-Consul Kelly on the Trade of Mazatlan for the year* 1861.

The confused state of commerce, in consequence of the disturbed state of the country, makes it extremely difficult to arrive at any approximately correct statement of trade on this coast during the last year. Government measures on one hand, those of the local authorities on the other, both frequently at variance with and contradictory to each other, and the circumstances arising suddenly through the changes wrought by the civil war still raging with more or less fury in the country, have entirely destroyed the former path of trade, already obstructed by the decrease in the power of consumption in a country whose people are occupied with destroying instead of producing, and the increased difficulty to find the means of paying for the few articles of necessity imported.

The natural resources of the country have prevented so far its entire ruin, and this part of the republic has been benefited by the introduction of considerable capital by foreigners for the working of the mines in this district and the neighbouring States; but it is extremely doubtful whether the continued insecurity of life and property will allow those who have invested money in these undertakings to derive a lasting adequate profit from it. Many of the inland towns have been completely deserted and others are reduced to ruin, the male population having been compelled to take up arms to follow some adventurer under a political name, or to become common highwaymen, in either instance living on the produce of the few honest working people, whose power to feed the idle and destroying portion of the population is taxed to the utmost, and who, after their ruin is accomplished, go to swell the large army of consumers.

To find, under these circumstances, some security for property which through trade has been brought into the country, is the chief care of the merchant who has seen his goods robbed to-day by one of the many bands who, under one or the other political denomination, are swarming over the country, or his funds taken to-morrow, when, after paying sometimes as high as 10 per cent. duties to the Government, he thought them safe on the road to the port.

State Governments have taken it upon themselves to alter the laws of the country so as to suit their purpose of obtaining funds, and frequently for one occasion only. Inland States claim the payment to them of the export duty on specie payable in the ports, and the Coast States collect consumption duty on goods destined for inland markets, where the authorities again exact it. In fact, every State has now become a separate independent territory, the Governors adopting as much of the general laws of the country as suits their purpose, frequently usurping powers appertaining solely to the General Congress, and which the General Government has had to suppress as unconstitutional, when able to do so. The Government of this State actually published a law, which was carried out until the General Government could receive cognizance of it, prohibiting the introduction here of goods from other States where they had paid the import duty, unless the said duty was again paid.

The export duty on coin has been frequently changed in ports on this coast by the local Governments, as many as three different rates being collected at as many ports, the necessities of the local authori-

ties being generally the measure for the adoption of the most convenient rate for the moment; and the permits granted last year for the export of bar silver, prohibited by the tariff, have been had recourse to to the extent of 226,054 dollars, against 135,000 during 1860.

The San Francisco imports, to which I referred in my last report, have met the fate I predicted, and unless the goods sent from there are made more suitable to the demand here, it will be impossible for the importers from there to compete with those from Europe. The ignorance of most of the originators of this trade, as far as regards the customs and laws of the country and taste of the people, has entailed heavy losses on them; and at present the sudden rush for business with this country from California has entirely subsided.

The foreign intervention is looked forward to as a measure which, if properly conducted, may open a new era of peace and prosperity, but the interference of a foreign power in the internal government of the country will meet with a strong resistance, and probably defer a change for the better.

Referring to the exports from this port and neighbourhood during the year, I have to note the decrease in the export of Brazil wood, owing to its diminished value in Europe, which does not leave a sufficient margin for the cost here.

Merchants have been obliged to search for other articles of export, and money has been invested to a larger extent in hides, &c.; but these goods can leave but a poor result, and the difficulty to find paying export produce becomes daily greater. Lower California has contributed about 130,000 dollars to the exports for Mazatlan account in the shape of hides, pearl shell and silver ore—the latter, from a mine near the coast, is of too poor a quality to be smelted on the spot, where labour is dear, and has been exported to Germany, where the first trial sendings have given a profit to the originators of this trade.

A cargo of cedar wood has been sent to Europe from the "Islas Marias," some islands near the San Blas, of which the result is not yet known.

There is a falling off also in the exports of copper, owing to the failure of the owner of the mine which principally furnished this article before, but several new mines are now being worked, and this article may in time be of importance.

On the whole, considering the disturbed state of the country, the trade wears a healthier aspect than one could suppose it possible at first sight, and although business has been reduced to a considerable extent, owing to the interruption of communications with the chief inland towns for months at a time, the direct losses through the revolution have not been so very great, and a short period of peace would soon enable the inhabitants to consume again to the extent of former years, and pay easily for their importations with the produce of the mines, which are numerous and rich almost throughout the country.

Foreigners at this port have been subjected to less extortions and arbitrary treatment from the authorities than probably in any other part of the republic, not so much from a spirit of forbearance on the part of the authorities as from the efficient protection afforded by Her Majesty's ships of war that have been stationed here, the commanders of which in all cases have shown the utmost zeal for the protection of Her Majesty's subjects and those of her allies.

The imports during this year have been about the same as in previous years, English manufactured goods being the greater proportion by far of all the cargoes discharged here.

A line of steam ships has been established between this port and San Francisco, with a branch line to the chief ports on this coast; but the size of the vessels employed, and consequent heavy expenses, are likely to be the cause of losses to the parties interested in this undertaking.

Mazatlan, December 31, 1861.

# MOROCCO.

## TANGIER.

*Report by Mr. Acting Consul-General Reade on the Trade of the Moorish Ports for the years* 1861 *and* 1862.

COMPARATIVE STATEMENT, drawn up by Mr. Acting Consul-General Reade, of the Trade carried on at the Moorish Ports in the Years 1861 and 1862.

| Ports. | Entered in 1861. | | | | | Cleared in 1861. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Vessels. | Tons. | Value of Cargoes. | | | Vessels. | Tons. | Value of Cargoes. | | |
| | | | £ | s. | d. | | | £ | s. | d. |
| Tangier .. | 359 | 22,726 | 268,088 | 0 | 0 | 379 | 23,395 | 190,063 | 1 | 0 |
| Laraiche .. | 112 | 5,116 | 44,264 | 6 | 0 | 104 | 4,947 | 66,600 | 0 | 0 |
| Rabat .. | 51 | 3,719 | 73,178 | 8 | 0 | 51 | 3,719 | 61,424 | 4 | 0 |
| Dar-el-Baida | 94 | 16,483 | 120,300 | 0 | 0 | 94 | 16,483 | 145,596 | 0 | 0 |
| Mazagan .. | 163 | 19,657 | 221,920 | 0 | 0 | 159 | 20,836 | 174,703 | 0 | 0 |
| Saffi .. .. | 91 | 12,753 | 59,695 | 0 | 0 | 89 | 12,415 | 105,596 | 12 | 0 |
| Mogadore .. | 92 | 22,181 | 208,263 | 0 | 0 | 87 | 22,063 | 254,476 | 0 | 0 |
| Total .. | 962 | 102,635 | 995,708 | 14 | 0 | 963 | 103,858 | 998,458 | 17 | 0 |
| | Entered in 1862. | | | | | Cleared in 1862. | | | | |
| | | | £ | s. | d. | | | £ | s. | d. |
| Tangier .. | 348 | 25,851 | 354,173 | 18 | 0 | 355 | 24,449 | 196,514 | 18 | 0 |
| Tetuan .. | 94 | 2,122 | 43,369 | 0 | 0 | 91 | 2,070 | 6,349 | 0 | 0 |
| Laraiche .. | 120 | 4,661 | 39,766 | 10 | 2 | 118 | 4,640 | 33,980 | 17 | 9 |
| Dar-el-Baida | 126 | 23,916 | 112,089 | 0 | 0 | 126 | 23,916 | 99,721 | 0 | 0 |
| Mazagan .. | 218 | 26,965 | 246,181 | 0 | 0 | 212 | 25,251 | 146,409 | 0 | 0 |
| Saffi .. | 118 | 16,035 | 73,150 | 0 | 0 | 110 | 15,341 | 122,639 | 0 | 0 |
| Mogadore .. | 76 | 21,750 | 228,737 | 0 | 0 | 71 | 20,172 | 213,231 | 0 | 0 |
| Rabat .. | 35 | 2,494 | 100,656 | 0 | 0 | 35 | 2,563 | 49,498 | 0 | 0 |
| Total .. | 1,135 | 123,794 | 1,198,122 | 8 | 2 | 1,118 | 118,402 | 868,342 | 15 | 9 |

Tangier, April 22, 1863.

# MUSCAT.

## ZANZIBAR.

*Report by Lieutenant-Colonel C. P. Rigby, Her Majesty's Consul and British Agent, on the Trade of Zanzibar, for the Year* 1860.

As these are the first Reports of this nature which have been compiled here, I have no means of comparing the imports and exports of former years with those now submitted. No returns are made up in the Custom-house, and no manifest or port clearance is required from vessels previous to sailing.

The trade of Zanzibar is entirely the growth of the last few years, during which the population of the town has rapidly increased, and several French, American, and Hamburg mercantile houses have been established.

The value of the aggregate trade of the port of Zanzibar, for the year 1859, amounts to 1,664,577*l.*, viz., imports 908,911*l.*, exports 755,666*l.*, total 1,664,577*l.*

The return of the imports was compiled expressly for this Report, by the Customs' Master, and I believe it is quite correct. No account of the exports is kept at the Custom-house, as no duty is charged on any article exported, and the return has therefore been compiled from information furnished by the mercantile community; I believe the return of ivory and cloves exported to be considerably below the true amount; and shipments of hides, sesamum, &c., are made direct from ports on the mainland, within the Zanzibar dominions, on board French and American vessels, which are not included in these returns.

The commander of Her Majesty's ship "Imogene," which visited Zanzibar in 1834, states; "The port of Zanzibar has little or no trade; that to Bombay consists of a little gum and ivory, brought from the mainland, with a few cloves, the only produce of the island; and the import trade is chiefly dates, and cloth from Muscat, to make turbans. These things are sent in small country vessels, which make only one voyage a-year, the trade is consequently very trifling."

The trade which has been created subsequent to the above is certainly surprising, when it is considered that it has been developed under the primitive rule of an Arab prince, and it affords a proof of the great resources of Eastern Africa.

Zanzibar is now the chief market in the world for the supply of ivory, gum copal, and cloves. During the past year the export of ivory amounted to 488,600 lbs., value 146,666*l.* 18*s.*; that of gum copal, to 875,875 lbs., value 37,166*l.* 18*s.*; and that of cloves, to 4,860,100 lbs., value 55,666*l.* 14*s.*

A comparison of the trade of Zanzibar with that of Aden, for the year 1858–59, and of Kurrachee, for the year 1856–57, shows the following results:—

| | Zanzibar. | Aden. | Kurrachee. |
|---|---|---|---|
| | £ | £ | £ |
| *Imports.* | | | |
| Merchandize .. .. .. | 742,245 | 418,523 | 664,716 |
| Treasure .. .. .. .. | 166,666 | 176,112 | 20,948 |
| Total .. .. | 908,911 | 594,635 | 685,664 |
| *Exports.* | | | |
| Merchandize .. .. .. | 671,444 | 171,092 | 734,640 |
| Treasure .. .. .. | 82,222 | 141,176 | 9,881 |
| Total .. .. | 753,666 | 312,268 | 744,521 |
| Total Imports and Exports .. | 1,664,577 | 906,904 | 1,430,187 |

Showing an excess of 83·5 per cent. in favour of the trade of Zanzibar over that of Aden, and of 16·5 per cent. over that of Kurrachee.

The ivory is all brought from the interior of Africa, in exchange for American cottons, Venetian beads, and brass wire. The gum copal is dug from the earth a few miles inland, on the coast of Africa, opposite the island of Zanzibar; an inferior sort is also found on the island. The supply is supposed to be inexhaustible, and the production only limited by the indolence of the negroes, who will only dig up enough to supply their daily wants. The cloves are entirely the produce of the islands of Zanzibar and Pemba; the first clove trees were introduced about thirty years ago, from the Mauritius; being found to thrive, they were extensively planted, and the cultivation of the clove has now almost entirely superseded that of sugar and rice, which were formerly the chief products of these islands. The average crop of cloves is about 200,000 faraslahs, or 7,000,000 lbs., valued at about 85,000*l.*; owing to the large quantity now grown, the price has fallen about 70 per cent. within a few years.

Cotton and sugar-cane grow in great perfection in the islands of Zanzibar and Pemba, but the Arabs are too indolent to cultivate them for exportation. The sugar grown is chiefly consumed on the island. There is only one steam sugar-mill, which belongs to the Sultan. The rice grown on these islands is of a very superior quality, but since the general cultivation of the clove, its production has been so much neglected, that instead of exporting rice, as formerly, it is now imported into Zanzibar to the value of 38,000*l.* annually.

The soil of Zanzibar is everywhere of exceeding fertility, and the rain which falls throughout the year causes perpetual verdure. The manioc, or cassava, which forms the chief food of the slaves and poorer classes, yields four crops a-year. The jowarree—*holchus sorghum*—grows to the height of eighteen feet. All tropical fruits and plants grow in perfection; the orange and mango trees yield two crops of fruit annually. Pine-apples grow wild in the hedge-rows and woods. Coffee, nutmegs, peppers, cinnamon, sarsaparilla, and indigo, also grow well, but no attention is paid to their cultivation.

The cultivation of sesamum on the mainland only commenced a few years ago, as a demand for it arose for exportation to France. The quantity exported last year amounted to 8,388,360 lbs.; value 20,800*l.*, besides which, a considerable quantity is exported direct from ports on the coast.

A duty of 5 per cent. is levied on all articles imported into Zanzibar, with the exception of bullion; no articles are prohibited, and no monopoly is allowed. No duty is levied on any article exported, and there are no charges whatever on shipping, nor any pilotage or port dues. The import duty of 5 per cent. is levied on all articles transhipped from one vessel into another in any ports of the Zanzibar dominions, unless the cargo be only transhipped or landed during the repair of such vessel.

The customs are farmed to an Indian Banian for 196,000 German crowns per annum; and as there are no taxes of any description levied by the Sultan, the customs' duties form the whole amount of the public revenue, with the exception of a tax of 10,000 German crowns per annum paid in lieu of corvée by the "mukhadim," who were the possessors of the island of Zanzibar previous to its conquest by the Arabs. The contract for the customs is renewed every five years, and has reached its present amount by successive augmentations; ten years ago the amount was 142,000 German crowns, or 38 per cent. less than is now paid.

The harbour of Zanzibar is very commodious, and perfectly safe at all seasons, being protected on the north and west sides by four small islands,

connected by coral reefs, which, breaking the swell, cause the harbour to be always calm. Vessels anchor in from 7 to 9 fathoms water, a few yards from the shore, and can be hauled up on the sandy beach for repairs without danger. To the north-east of the town is an extensive creek, in which vessels of from 300 to 400 tons can be careened in security. With a very little expense it might be converted into an excellent dock. The supply of fresh water to the shipping is always abundant and pure, from an aqueduct which flows into the sea about seven miles north of the anchorage.

The tonnage of the merchant shipping entered at Zanzibar during the past year amounted to 25,340 tons, being 3,619 tons less than in the previous year. Several circumstances have occurred to check the trade of this port during the past year. A visitation of cholera, in the early part of it, carried off about 20,000 persons, in the island of Zanzibar, and almost depopulated several towns on the coast; an invasion of the Zanzibar dominions was threatened from Muscat; and one of the most powerful and wealthy tribes of Arabs at Zanzibar was for some time in open rebellion against the Sultan; and to these causes must be added the extensive development given to the export of slaves in French vessels, as so many of the country craft, which would otherwise have been engaged in conveying produce to Zanzibar, were more profitably employed in carrying the slaves from the coast to the French depôts at Nossi Beh and Mayotta.

The trade with Bombay, Cutch, and Arabia, is almost entirely carried on in dhows and buttelas, of which no return is kept at Zanzibar, nor is there any register of the number of country craft belonging to the port. The trade between the United States and Zanzibar has been increasing, whilst the arrivals of French vessels at Zanzibar, during the past year, was 51 per cent. of tonnage less than in 1858; 64 per cent. less than in 1857, and 70 per cent. less than in 1856. The return of trade at Aden for 1858–59 shows even a still more rapid decrease in the French trade at that port, the exports to France in 1857–58 having amounted to 512,144 rupees, and in 1858–59 to 67,883 rupees, being a decrease of 444,261 rupees, or 86 per cent., during one year. The market for French manufactured articles at Zanzibar is very trifling; of the total imports from France during the past year, amounting to 516,451 German crowns, 400,000 German crowns consisted of bullion, and 41,000 of Venetian beads. The exports to France consist chiefly of sesamum and copra (dried cocoa-nut). The trade between France and Zanzibar will probably cease altogether in a few years.

There is no direct trade between Great Britain and Zanzibar, but the chief part of the imports from India, Singapore, and Hamburg, consist of articles of British manufacture. There are about 5,000 British Indian subjects residing in the Zanzibar dominions, and nearly the whole of the foreign trade passes through their hands. The ivory is consigned to them from the interior; the gum copal is purchased from the diggers by Indian Banians residing on the coast, and the entire cargoes of American and Hamburg vessels are purchased by them. All the shopkeepers and artizans at Zanzibar are natives of India; they have settlements at all the towns on the east coast of Africa, as far south as Mozambique, at the Comoro Isles, and on the west coast of Madagascar. The number of settlers from India has greatly increased during the last few years, and they have obtained possession from the Arabs, by purchase or mortgage, of a considerable number of landed estates in Zanzibar.

Besides natives of India, the foreign mercantile houses established at Zanzibar consist of three Hamburg, three United States, and two French. As the amount of produce for exportation is limited, there is keen

competition, especially for ivory and gum copal. It is always far more easy to dispose of a cargo at Zanzibar than to procure one. The United States vessels usually go on to Aden or Muscat, and fill up with coffee or dates before returning home.

The island of Zanzibar had acquired a bad reputation some years ago for its fatal climate, and vessels usually lost many of their crew after lying a few days in the harbour; sleeping even one night on shore usually proved fatal to Europeans, but of late years it has been much more healthy, chiefly owing, I believe, to the increased cultivation, and to less rice and sugar being grown; dead bodies of slaves and animals are also buried, instead of being left exposed to putrify on the beach, as formerly. Fevers of the intermittent and remittent form are very prevalent, but are not in general severe. The members of the foreign mercantile houses usually leave for a change of climate after a residence of three years. The excessive humidity, and small annual range of the thermometer, have a very enervating effect. During 1859 the fall of rain amounted to 167 inches, being more than double the average annual fall at Bombay (76·55 inches), and three times the average annual fall at Calcutta (56·83 inches).

The number of slaves imported into Zanzibar during the past year amounts to 19,000. A tax of one dollar per head has hitherto been levied upon all slaves landed, and this amount has recently been doubled by the Sultan. Most of the slaves brought to Zanzibar are young children, a better price being obtained for able-bodied slaves at the Portuguese settlements in the Mozambique, where an extensive slave trade is still carried on. The price of newly-imported slaves at Zanzibar is from 2*l.* to 7*l.* for adult males or females, and 25 to 50 shillings for a boy or girl. A great number of those imported are afterwards secretly sold to northern Arabs, and conveyed to Persia and Arabia, where they sell for 15*l.* to 20*l.* The tribes dwelling near the sea-coast, which formerly furnished most of the slaves, are now almost exhausted, only 4,000 slaves having been brought during last year from the coast opposite Zanzibar, and the remaining 15,000 from the neighbourhood of the great lake of Nyassa, about forty days' journey inland south of Keelwa, situated about four degrees south of Zanzibar. This miserable traffic is fast depopulating vast tracts of fertile country, which might yield great quantities of cotton and gums.

The mortality of the slaves after capture is very great, owing to starvation and neglect. The Arab slave dealers are vile unfeeling wretches, and have not the slightest regard for the sufferings of these poor creatures.

During the past year I have redeemed 3,562 slaves from slavery to British subjects residing at Zanzibar, and have furnished each individual with a certificate of freedom, signed and sealed by myself, and I trust that this will prevent any British subjects from purchasing slaves, or aiding this detestable traffic in the Zanzibar dominions in future.

The town of Zanzibar contains about 60,000 inhabitants. The palace of the Sultan, and the houses of the principal Arabs, and of the foreign merchants, are situated close to the sea, facing the harbour. The houses are generally flat-roofed, with interior courtyards; numerous large substantial buildings are now being erected in place of the former dwellings, consisting of mud walls, and roofs formed of the leaves of the cocoa-nut tree. The streets are usually in a filthy state, there being no regulations for cleanliness or sanitary purposes.

Provisions of all kinds are abundant at Zanzibar, but prices have more then doubled within the last few years, owing to the increased demand. The arrival of a ship of war at once raises the price of meat,

poultry, eggs, butter, &c., about 20 per cent. Bullocks and cows are brought from Pemba and the mainland; they do not live long in Zanzibar, particularly in the interior of the island, which is equally fatal to horses, of which the few on the island are imported from Muscat, chiefly by the Sultan for his own use.

The prevalent winds at Zanzibar for nine months in the year are from the south, west, and east. During the remaining three months the wind blows strong from the north-east. There are two rainy seasons, the heaviest being in March, April, and May, during which months of 1859, 104·25 inches of rain fell, and the other in September and October. The north-east monsoon, which prevails over the upper part of the Indian Ocean, reaches Zanzibar about December, and blows with great force for two months. At the change of the monsoon, about March, heavy squalls frequently blow from the south-east, but the hurricanes which cause such devastation further south never extend to Zanzibar. The dews are very heavy nearly throughout the year. The rise of the tide is 13 feet. There is an error of five miles in Owen's charts of this part of the coast of Africa; it extends five miles further to the eastward than laid down on the chart. The difference of time between Greenwich and Zanzibar is 2° 36′ 56″; the variation at Zanzibar in 1857 was 11° 7′ W.

There are several navigable rivers on the east coast of Africa, within the Zanzibar dominions, but they have never been explored far by Europeans, and very little is known about them, or the amount of traffic on their waters; the principal are, the river Lindy, in about 10° S.; the Rovooma, in about 10° 25′ S., which is navigable for about fifty miles from the sea, and is said to be the largest river on the coast, north of the Zambesi. The Lufiji and Juba are also deep, broad rivers, flowing through rich, populous districts. The great lake of Nyassa has lately been reached by an enterprising young German traveller, Dr. A. Roscher, being the first white man who has ever reached its shores; he speaks in the highest terms of the fertility and beauty of the country he travelled through from Keelwa. The great tribes which inhabit this part of Africa —the Magindo, Mujan, and M'Nyassa, are a quiet, good-tempered race, and friendly to white men. The best harbours on the coast are Kiswarra harbour, to the south of Keelwa, which is safe and commodious, having from six to ten fathoms water throughout; Keelwa harbour, which is protected on the sea face by the island of the same name; Mombassa harbour, of which Captain Owen says, "There is perhaps not a more magnificent harbour in the world;" and Chak Chak, the harbour of the island of Pemba, which has a good and secure anchorage.

Should the Zanzibar dominions remain at peace under the rule of the present liberal-minded Sultan, the trade of this port will probably continue to increase; the harbour is the most commodious and safe on the east coast of Africa; the opposite mainland possesses great resources, and the interior is gradually becoming better known. The trade with Madagascar is increasing, and there would be a considerable trade with the Portuguese ports in the Mozambique, were it not for the rapacity and extortions of the Portuguese authorities. At present British goods are actually taken from Zanzibar for hundreds of miles through the African continent, to the Portuguese settlements on the Zambesi, and sold cheaper than if imported by sea at Mozambique or Quillemane, and subjected to the charges of the Portuguese Custom-house. Rich copper mines are known to exist in the interior of Africa, and the copper in pigs is sometimes brought to the coast, and exported to Cutch. Specimens of malachite from these mines are also brought to Zanzibar. Iron-stone is abundant, but it is only worked by the natives for their own use.

## Summary of Imports at the Port of Zanzibar.

| Imported from. | Local Money. | English Money. | | |
|---|---|---|---|---|
| | German Crowns. | £ | s. | d. |
| Great Britain .. .. .. .. | .. | .. | | |
| United States .. .. .. .. | 568,795 | 126,398 | 16 | 0 |
| France .. .. .. .. .. | 516,451 | 114,790 | 18 | 0 |
| Hamburg .. .. .. .. | 455,701 | 101,296 | 18 | 0 |
| British India .. .. .. .. | 448,230 | 99,606 | 15 | 0 |
| Cutch .. .. .. .. .. | 260,424 | 57,872 | 0 | 0 |
| Singapore .. .. .. .. | 35,523 | 7,895 | 0 | 0 |
| Arabia .. .. .. .. .. | 79,231 | 17,606 | 19 | 0 |
| East Coast of Africa .. .. .. | 1,636,500 | 363,666 | 15 | 0 |
| Madagascar .. .. .. .. | 89,000 | 19,777 | 14 | 0 |
| Total Value .. .. | 4,089,855 | 908,911 | 15 | 0 |

## Principal Articles of Import at the Port of Zanzibar.

| Names of Articles | Quantities Imported. | Value in English Money. | | |
|---|---|---|---|---|
| | | £ | s. | d. |
| American Cottons .. .. bales | 6,950 | 93,744 | 9 | 0 |
| English Cottons .. .. pieces | 150,300 | 37,711 | 3 | 0 |
| Indian Cottons .. .. „ | 204,500 | 53,777 | 18 | 0 |
| Muscat silk Loongees .. .. bales | 200 | 11,888 | 18 | 0 |
| Bullion .. German Crowns | 750,000 | 166,666 | 15 | 0 |
| Ivory .. .. .. .. lbs. | 560,000 | 195,555 | 15 | 0 |
| Gum Copal .. .. .. „ | 875,000 | 33,333 | 7 | 0 |
| Staves .. .. .. .. .. | 19,000 | 57,778 | 0 | 0 |
| Cowries .. .. .. lbs. | 11,500,000 | 33,333 | 7 | 0 |
| Hides .. .. .. .. .. | 80,000 | 17,778 | 0 | 0 |
| Salt Fish .. .. .. .. | .. | 8,889 | 0 | 0 |
| Rice .. .. .. .. lbs. | 18,640,000 | 38,444 | 17 | 0 |
| Jowarree, Wheat, &c. .. „ | 3,831,000 | 7,022 | 5 | 0 |
| Sesamum Seed .. .. „ | 1,840,000 | 5,333 | 7 | 0 |
| Venetian Beads .. .. barrels | 868 | 21,880 | 1 | 0 |
| Ghee .. .. .. .. lbs. | 175,000 | 7,778 | 2 | 0 |
| Muskets and Fowling-pieces .. .. | 22,780 | 18,840 | 5 | 0 |
| Gunpowder .. .. .. barrels | 11,912 | 8,874 | 15 | 0 |
| Sandal-wood .. .. .. lbs. | 700,000 | 7,778 | 0 | 0 |
| Value of 19 chief Articles of Import .. | .. £ | 826,608 | 0 | 0 |

## Summary of the Exports at the Port of Zanzibar.

| Exported to. | Local Money. | English Money. |
|---|---|---|
| | German Crowns. | £ s. d. |
| Great Britain .. .. .. .. | 25,050 | 5,566 15 0 |
| United States .. .. .. .. | 534,100 | 118,688 18 0 |
| France .. .. .. .. .. | 247,500 | 55,000 0 0 |
| Hamburg .. .. .. .. | 161,000 | 35,777 15 0 |
| British India .. .. .. .. | 467,500 | 103,888 18 0 |
| Cutch .. .. .. .. .. | 313,400 | 69,644 10 0 |
| Arabia .. .. .. .. .. | 105,200 | 23,377 14 6 |
| East Coast of Africa .. .. .. | 1,233,000 | 274,200 0 0 |
| West Coast of Africa .. .. .. | 230,000 | 51,111 2 6 |
| Madagascar .. .. .. .. | 73,850 | 16,411 2 0 |
| Total Value of Exports .. .. | 3,391,200 | 753,666 15 0 |

## Principal Articles of Export at the Port of Zanzibar.

| Names of Articles. | Quantities Exported. | Value in English Money. |
|---|---|---|
| *Produce of the Island of Zanzibar, and East Coast of Africa.* | | £ s. d. |
| Ivory .. .. .. .. lbs. | 488,600 | 146,666 18 0 |
| Cloves .. .. .. „ | 4,860,100 | 55,666 14 0 |
| Gum Copal .. .. .. „ | 875,875 | 37,166 18 0 |
| Hides .. .. .. number | 95,000 | 25,553 12 0 |
| Cowries .. .. .. lbs. | 8,016,000 | 51,444 9 0 |
| Sesamum Seed .. .. „ | 8,388,360 | 20,800 0 0 |
| Cocoa-nuts .. .. .. „ | 1,750,000 | 2,711 5 0 |
| Copra (dried Cocoa-nut) .. „ | 2,450,000 | 13,333 7 0 |
| Cocoa-nut Oil .. .. „ | 252,000 | 4,066 15 0 |
| Rafters .. .. .. number | 20,000 | 1,250 0 0 |
| Red Pepper .. .. .. lbs. | 176,000 | 1,422 6 0 |
| Value of Local Produce exported | .. | 360,084 4 0 |
| *Articles of Foreign Manufacture.* | | |
| American Cottons .. .. bales | 6,200 | 103,890 0 0 |
| English Cottons .. { „ / boxes | 950 / 100 | 35,895 0 0 |
| Indian Cottons .. { bales / pieces | 1,100 / 13,200 | 50,089 0 0 |
| Muscat Loongees .. .. bales | 200 | 10,000 0 0 |
| Venetian Beads .. .. barrels | 900 | 25,555 12 0 |
| Brass Wire .. .. .. „ | 225 | 8,444 9 0 |
| Muskets .. .. .. number | 20,400 | 15,111 2 0 |
| Gunpowder .. .. .. barrels | 10,500 | 11,666 15 0 |
| China and Iron Ware .. .. | .. | 7,111 0 0 |
| Bullion .. .. German crowns | 370,000 | 82,222 5 0 |
| Value of 21 chief Articles of Export | .. £ | 710,969 7 0 |

## Return of British Shipping at the Port of Zanzibar in the year 1859.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.

| Number of Vessels with Cargo. | Tonnage. | Number of Crew. | Value of Cargo. |
|---|---|---|---|
| 1 | 493 | 16 | £4,726 |

Cleared.

| Number of Vessels with Cargo. | Tonnage. | Number of Crew. | Value of Cargo. |
|---|---|---|---|
| 1 | 493 | 16 | £6,500 |

Indirect, or Carrying, Trade in British Vessels from and to other Colonies.

None.

## Return of British and Foreign Shipping at the Port of Zanzibar in the Year 1859.

| Nationality of Vessels. | Entered. | | | | | | | | | Invoice Value of Cargoes. |
|---|---|---|---|---|---|---|---|---|---|---|
| | With Cargoes. | | | In Ballast. | | | Total. | | | |
| | Vessels | Tons. | Crews | Vessels | Tons | Crews | Vessels | Tons. | Crews | |
| British .. | 1 | 493 | 16 | .. | .. | .. | 1 | 493 | | £ 4,726 |
| Hamburg .. | 17 | 4,428 | | .. | .. | .. | 17 | 4,428 | | |
| United States | 35 | 10,890 | | .. | .. | .. | 35 | 10,890 | | |
| French .. | 12 | 3,066 | | .. | .. | .. | 12 | 3,066 | | |
| Arabian .. | 9 | 3,430 | No return. | .. | .. | .. | 9 | 3,430 | No return. | No return. |
| Danish .. | 1 | 202 | | .. | .. | .. | 1 | 202 | | |
| Spanish .. | 3 | 680 | | .. | .. | .. | 3 | 680 | | |
| Portuguese .. | 2 | 151 | | .. | .. | .. | 2 | 151 | | |
| Total .. | 80 | 23,340 | .. | .. | .. | .. | 80 | 23,340 | .. | .. |
| | Cleared. | | | | | | | | | |
| British .. | 1 | 493 | 16 | .. | .. | .. | 1 | 493 | 16 | 6,500 |
| Hamburg .. | 17 | 4,428 | | .. | .. | .. | 17 | 4,428 | | |
| United States | 35 | 10,890 | | .. | .. | .. | 35 | 10,890 | | |
| French .. | 12 | 3,066 | | .. | .. | .. | 12 | 3,066 | | |
| Arabian .. | 9 | 3,430 | No return. | .. | .. | .. | 9 | 3,430 | No return. | No return. |
| Danish .. | 1 | 202 | | .. | .. | .. | 1 | 202 | | |
| Spanish .. | 3 | 680 | | .. | .. | .. | 3 | 680 | | |
| Portuguese .. | 2 | 151 | | .. | .. | .. | 2 | 151 | | |
| Total .. | 80 | 23,340 | 16 | .. | .. | .. | 80 | 23,340 | 16 | .. |

RETURN of Foreign Shipping engaged in the Direct and Indirect Trade Entered and Cleared at the Port of Zanzibar in the Year 1859.

| Nationality of Vessels. | Direct Trade. | | Indirect or Carrying Trade. | | Total. | |
|---|---|---|---|---|---|---|
| | Vessels. | Tons. | Vessels. | Tons. | Vessels. | Tons. |
| French .. .. .. | 12 | 3,066 | .. | .. | 12 | 3,066 |
| United States .. .. | 35 | 10,809 | .. | .. | 35 | 10,890 |
| Hamburg .. .. | 17 | 4,428 | .. | .. | 17 | 4,428 |
| Arabian .. .. .. | 9 | 3,430 | .. | .. | 9 | 3,430 |
| Danish .. .. .. | 1 | 202 | .. | .. | 1 | 202 |
| Spanish .. .. .. | 3 | 680 | .. | .. | 3 | 680 |
| Portuguese .. .. | 2 | 151 | .. | .. | 2 | 151 |
| Total .. .. | 79 | 22,931 | .. | .. | 79 | 22,931 |

RETURN of Merchant Shipping Arrivals at the Port of Zanzibar during the last Five Years.

| Nationality of Vessels. | 1855. | | 1856. | | 1857. | | 1858. | | 1859. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Vessels. | Tons. | Vessels. | Tons. | Vessels. | Tons. | Vessels. | Tons. | Vessels. | Tons. |
| English .. .. | 2 | 409 | 2 | 1,167 | 3 | 770 | 4 | 1,166 | 1 | 493 |
| Hamburg .. .. | 15 | 3,689 | 20 | 5,438 | 22 | 5,488 | 23 | 6,230 | 17 | 4,428 |
| United States .. | 28 | 9,142 | 24 | 7,215 | 35 | 11,481 | 32 | 9,962 | 35 | 10,890 |
| France .. .. | 13 | 5,523 | 22 | 10,079 | 24 | 8,319 | 18 | 6,186 | 12 | 3,066 |
| Arab .. .. | 1 | 868 | 1 | 250 | 6 | 2,588 | 6 | 1,864 | 9 | 3,430 |
| Portuguese .. .. | .. | .. | 3 | 930 | 2 | 94 | 1 | 79 | 2 | 151 |
| Prussian .. .. | .. | .. | 1 | 600 | .. | .. | 1 | 600 | .. | .. |
| Spanish .. .. | 2 | 460 | 2 | 460 | 2 | 680 | 1 | 230 | 3 | 680 |
| Danish .. .. | .. | .. | 1 | 450 | 1 | 202 | 1 | 202 | 1 | 202 |
| Hanoverian .. | .. | .. | .. | .. | 1 | 419 | 2 | 440 | .. | .. |
| Total .. .. | 61 | 20,091 | 76 | 26,589 | 96 | 30,041 | 89 | 26,959 | 80 | 23,340 |

TABLES of Weights and Measures in use at Zanzibar, with the corresponding Weights in English avoirdupois.

| No. | Zanzibar Weights. | Avoirdupois. | | |
|---|---|---|---|---|
| | | lbs. | oz. | drs. |
| 1 | Wakiah, the unit of Weight .. .. | .. | .. | 15½ |
| 1 | Ruba Mun=12 Wakiah .. .. .. | .. | 11 | 10½ |
| 1 | Rattul =16 Wakiah .. .. .. | .. | 15 | 8 |
| 1 | Nusf Mun =24 Wakiah .. .. .. | 1 | 7 | 5 |
| 1 | Mun =48 Wakiah .. .. .. | 2 | 14 | 10 |
| 1 | Keleh = 2 Mun .. .. .. | 5 | 13 | 4 |
| 1 | Faraslah = 6 Keleh .. .. .. | 35 | 0 | 0 |
| 1 | Jiglah =10 Farazlah .. .. | 350 | 0 | 0 |

| No. | Measures of Length. | English Measure. |
|---|---|---|
| 1 | Durrah or Cubit .. .. .. .. | 18 Inches. |
| 1 | War = 2 Durrah .. .. .. .. | 1 Yard. |

| No. | Currency. | English Money. |
|---|---|---|
| | | £ s. d. |
| 16 | Copper Pice = 1 Thamunee .. .. | 0 0 $6\frac{3}{4}$ |
| 2 | Thamunee = 1 Ruba Kursh .. .. | 0 1 $1\frac{1}{2}$ |
| 4 | Ruba Kursh = 1 German Crown or Real | 0 4 6 |
| 128 | Copper Pice = 1 Real .. .. .. | 0 4 6 |

The unit of weight is the wakiah, which corresponds to the weight of one German crown or real. Most articles are sold retail in the shops and markets by the "mun," which corresponds to the weight of 48 German crowns, and is $1\frac{6}{16}$ oz. less than 3 lbs. English weight.

Ivory, cloves, gums, coffee, &c., are sold by the farazlah, which is equal to 35 lbs. English weight. Meat is sold by the rattul, which is a small fraction less than 1 lb. English.

Grain, cowries, salt, and articles in bulk, are sold by the jiglah, which varies from 350 lbs. for sifted grain, cleaned cowires, salt, &c., to 460 lbs. for these articles, when brought in bulk from the coast of Africa.

*Currency.*—The only coins in circulation are the Maria Theresa dollar, or German crown, and the copper pice coined at the Bombay Mint. Maria Theresa dollars, of the die of 1780, are still coined at the Vienna Mint, expressly to supply the demand for them in Eastern Africa. The number of copper pice obtainable for one dollar varies according to the supply from 130 to 110. There is generally a scarcity of copper coin, as the British Indian pice is coming into circulation all along the east coast of Africa.

Maria Theresa dollars, or German crowns, form the circulating medium on the opposite mainland, as far as Mozambique, but in the interior payments are made in cubits of American cottons, or in Venetian beads. These articles form the circulating medium all over Uniamesi, or Country of the Moon, and the extensive dominions of the Casembé.

The English sovereign usually passes at Zanzibar for $4\frac{1}{2}$ to $4\frac{3}{4}$ German crowns.

For bills on England a commission of 15 per cent. is charged. The rate of exchange is usually $4\frac{1}{2}$ German crowns per £ sterling.

The rate of exchange on Bombay is from 213 to 220 rupees per 100 German crowns.

Five-franc pieces are imported from France to pay for purchases of Zanzibar produce exported; they pass at 108 per 100 German crowns.

A considerable amount of Spanish and English gold coin is brought to Zanzibar from the Mozambique ports, where it is received in payment for slaves exported.

The rate of interest usually charged at Zanzibar is from 8 to 12 per cent. per annum. In transactions with Arabs, interest is not legally recognised, but is always charged in an indirect manner.

## Average Price of Articles in the Markets of Zanzibar.

| Articles. | Average Price. German Crowns. | Average Price. English Money. |
|---|---|---|
| | | *s. d.* |
| Bullocks .. .. .. each | 12 to 25 | 54 0 to 90 0 |
| Sheep .. .. .. .. „ | 4½ „ 10 | 20 0 „ 44 6 |
| Goats .. .. .. .. „ | 4 „ 8 | 18 0 „ 36 0 |
| Arabian Donkeys .. .. „ | 20 „ 50 | 90 0 „ 225 0 |
| Fowls .. .. .. per dozen | 1½ „ 2 | 6 9 „ 9 0 |
| Chickens .. .. „ | 1 „ 1½ | 4 6 „ 6 9 |
| Ducks .. .. .. per pair | 1 „ 1½ | 4 6 „ 6 9 |
| Geese .. .. .. .. each | 2 „ 3 | 9 0 „ 13 6 |
| Slaves, Adult, Male or Female „ | 10 „ 30 | 45 0 „ 135 0 |
| „ Boy or Girl .. .. „ | 5 „ 10 | 22 6 „ 45 0 |
| Hides .. .. .. .. „ | 1¼ „ 1½ | 5 6 „ 6 9 |

## Quantities sold Retail for One German Crown = 4*s.* 6*d.*

| | | | |
|---|---|---|---|
| Beef .. .. .. .. | 12 lbs. | Gum Copal, uncleaned.. .. | 5 lbs. |
| Mutton .. .. .. .. | 8 „ | Tobacco, Native .. .. | 7 „ |
| Wheaten Bread.. .. .. | 12 „ | Yams .. .. .. .. | 70 „ |
| Eggs .. .. .. | 100 to 120 | Sweet Potatoes .. .. .. | 175 „ |
| Wheat .. .. .. .. | 60 lbs. | Cassava or Mohogo .. .. | 80 „ |
| Rice, 1st sort .. .. .. | 25 „ | Ghee .. .. .. .. | 7 „ |
| „ 2nd sort .. .. .. | 33 „ | Fresh Fish .. .. | 10 to 15 „ |
| Sugar, Loaf .. .. .. | 6 „ | Flour, American .. .. | 10 „ |
| „ soft Bengal .. .. | 12 „ | Bees-wax .. .. .. | 4½ „ |
| Coffee .. .. .. .. | 6 „ | Sesamum Seed .. .. .. | 43 „ |
| Cloves .. .. .. .. | 17½ „ | Copra (dried Cocoa-nut) .. | 40 „ |
| Chillies .. .. .. .. | 30 „ | Oranges .. .. .. | 300 to 600 |
| Cocoa-nut Oil .. .. .. | 17 „ | Mangoes.. .. .. | 500 „ 800 |
| Jowarree (Holchus Sorghum) .. | 70 „ | Pine Apples .. .. | 20 „ 30 |
| Cocoa-nuts .. .. .. | 170 | Milk .. .. .. | 12 quarts |

MONTHLY METEOROLOGICAL TABLE for the Station of Zanzibar, in latitude 6° 9′ S., longitude 39° 19′ E., from Observations made Daily during 1859.

| Months. | Barometer. | | Thermometer. | | | | Winds. | Fall of Rain. | | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| | Extreme Height. | Extreme Depression. | Extreme Height Dry. | Extreme Depression Dry. | Greatest Difference between Dry & Wet Bulbs. | Least Difference between Dry & Wet Bulbs. | General Direction. | Greatest Daily Fall. | Total Fall. | |
| | Inches. | Inches. | Degrees. | Degrees. | Degrees. | Degrees. | | Inches. | Inches. | |
| January .. | 30·226 | 29·884 | 89 | 83 | 9 | 5 | N.E. & E. | 1·11 | 8·06 | Cholera raging all this month. Weather very close and oppressive. A severe storm on the 24th. |
| February .. | 30·210 | 29·996 | 86 | 82 | 9 | 5 | N.E. & E. | 2·37 | 19·19 | Strong north-east winds. Heavy rain and thunder storms. Cholera still raging. A large water spout burst in the harbour. |
| March .. .. | 30·256 | 29·916 | 89 | 81 | 9 | 5 | W.S.W. & E. | 3·76 | 21·24 | Very severe storm occurred this month, and many native craft wrecked. |
| April .. .. | 30·236 | 29·976 | 86 | 72 | 8 | 4 | S.W. & E. | 3·78 | 45·46 | Heavy rains and damp muggy weather nearly all this month. |
| May .. .. | 30·282 | 29·980 | 78 | 70 | 7 | 4 | S.W. & E. | 4·91 | 37·55 | Very heavy rains with squalls from the south-west. |
| June .. .. | 30·298 | 29·942 | 83 | 74 | 8 | 4 | S.W. & E. | 3·34 | 9·06 | The weather generally cool and pleasant this month, the evenings quite cold. |
| July .. .. | 30·176 | 29·912 | 79 | 73 | 8 | 4 | S.S.W. & S.E. | 1·86 | 5·40 | Very pleasant bright weather, with occasional heavy showers. |
| August .. | 30·204 | 29·930 | 78 | 72 | 9 | 5 | S. & E. | 1·46 | 3·53 | Very pleasant cool weather; bright unclouded sky with strong easterly breezes. |
| September .. | 30·198 | 29·874 | 79 | 72 | 9 | 4 | S. & E. | 1·14 | 3·29 | Weather generally cool and calm, with occasional showers. |
| October .. | 30·244 | 29·912 | 82 | 74 | 9 | 5 | S. & E. | 1·19 | 4·07 | The small-pox always appears during this month, and is very fatal amongst the Negro race. Weather cool and pleasant. |
| November .. | 30·218 | 29·894 | 84 | 76 | 9 | 5 | N.S.E. & E. | ·44 | 1·19 | The hot weather commenced about the middle of this month. Nights very close and oppressive. The driest month in the year. |
| December .. | 30·204 | 29·846 | 87 | 76 | 8 | 5 | N.E. & E. | 1·53 | 9·18 | Strong north-east winds during the day. Nights very sultry and oppressive. Heat in the sun quite overpowering to Europeans. |
| Total Fall of Rain | .. | .. | .. | .. | .. | .. | .. | .. | 167·22 | |

The extremes of the temperature in 1859 were 89° and 70°, making the extreme range during the year 19°. The mean of all the extreme heights of the thermometer during the year was 83·4°, and the mean of all the extreme depressions was 75·5°, making the mean range during the year 7·9°.

The mean temperature during the year was 79·9°. January, February, and March are the hottest months; May, July, August, and September, are the coolest. The fall of rain during 1859, amounting to 167·22 inches, was excessive, and entirely ruined the clove crop. No register of the rain-fall has been kept for any complete year previous to 1859, but the register for the first eight months of 1857, and the last four months of 1858, gives a total fall of 120·21 inches, which is about the annual average. The climate is not unhealthy, but the excessive humidity, added to there being no cold season, renders it exceedingly enervating.

Zanzibar, May 1, 1860.

# NAVIGATORS' AND FRIENDLY ISLANDS.

*Report by Mr. Consul Williams on the Trade of the Navigators' and Friendly Islands for the Year* 1862.

THERE has been during the past year a steady business. The cocoa-nut oil, which is the principal export, is not all made in this group, but the goods are imported here; and small vessels, owned by the merchants, are sent round with them to the adjacent islands, to collect in the oil.

Some attention is now being given to the cultivation of cotton and coffee; but I fear, however, owing to the lazy habits of the natives, and their demanding so high a price for their labour, these articles will not prove of much benefit for some years to come.

The following is a comparative view of the trade in this port during the past five years:—

| Years. | Number of Vessels. | Tonnage. | Imports. | Exports. |
|---|---|---|---|---|
| | | | £ s. d. | £ |
| 1858 .. .. | 47 | 8,564 | 34,325 0 0 | 18,602 |
| 1859 .. .. | 54 | 11,885 | 32,434 0 0 | 26,491 |
| 1860 .. .. | 52 | 12,143 | 17,727 10 0 | 22,262 |
| 1861 .. .. | 89 | 15,141 | 27,160 0 0 | 31,274 |
| 1862 .. .. | 83 | 13,673 | 25,641 0 0 | 31,790 |

Apia Upolu Samoa, January 1, 1863.

# NETHERLANDS.

## AMSTERDAM.

*Report by Mr. Consul Newnham on the Trade and Navigation of the Netherlands during the year* 1861.

Notwithstanding that the lowering aspect of affairs in America towards the close of the year influenced the commercial world of the Netherlands in a similar manner as in other European States, thereby adding to the well-known reputation of the Dutch trader for circumspection and caution, the result has been that trade has proved more satisfactory than could be anticipated.

From statistics, published in the month of November by the finance department of this country, it may be seen that the amount of imports and exports considerably surpassed that of the preceding twelve months, and though the exports by sea were less, the deficiency was made up by the exports overland.

The articles of import, in which there was the greatest excess, were cotton and woollen yarns, drugs, wheat, iron, wrought and unwrought, manufactured goods, coffee, rice, sugar, unrefined, and tea the chief being the four last-named, and mainly from Java.

Amongst the most important articles of export may be mentioned, bullion, cotton, unspun, woollen yarns, cattle, cheese, flax, raw, coffee (sold at the spring and autumn sales of the Netherlands' Trading Company), sugar, refined, and tobacco. The most remarkable decrease in the imports was in bullion, rye, coals, spelter, tobacco, manufactured, colours, and wine; and a like falling off was observable in the following exports, viz.: barley, madder, rice, rye, sugar, unrefined, spelter, tobacco, manufactured, wheat, wine, and wool.

The report of the Chamber of Commerce (Board of Trade) at Amsterdam contains the following retrospective view of the fluctuations in the principal articles of trade during the year 1861.

*Coffee.*—The prices of coffee experienced no sudden rise or fall, but gradually improved. The sales by the Netherlands' Trading Company were, as usual, the chief events in that product; both succeeded well, the prices offered were even rather higher than could be obtained before the auctions. The difference in price between the pure and impure kinds was greater than ever, a circumstance which must be ascribed partly to the taste of the consumers, and partly that the imports of the best qualities were smaller, and of inferior greater, than usual. The want of a larger supply of the purer sorts was much felt.

With respect to Java coffee, the good ordinary quality was quoted in January at 38½ cents;* at the spring sales, 37½ cents; at the autumn sales, 42½ cents, and in December, at 45 cents per Netherlands pound, or kilo.†

Very few cargoes of Rio coffee found their way to market, the quality in general being inferior; still, what was offered for sale was sold.

Santos coffee was much in demand, particularly the best sorts.

The coffee from Ceylon, which was offered by the Netherlands' Trading Company, was disposed of at a high figure.

The same may be said of Padang coffee.

* 60 cents are equivalent to 1 shilling.

† A Netherlands pound, or kilo, is equivalent to 2 lbs. 3 oz. avoirdupois.

The Surinam coffee was seldom offered, and only the inferior qualities.

In general, it may be said that the market was not overstocked, but in a healthy state.

The imports were as follows:—

| | | Bags. | Casks. |
|---|---|---|---|
| By the Netherlands Trading Company.. | Netherlands E. I... | 898,627 .. | — |
| | British E. I..... | 3,829 .. | 2,197 |
| | West Indies..... | — .. | — |
| By private merchants ..... | East Indies ..... | 130,554 .. | — |
| | West Indies..... | 55,488 .. | 317 |
| | Total..... | 1,088,498 .. | 2,514 |

The stock on hand, on the 31st December, 1861, was—

| | | Bags. |
|---|---|---|
| Netherlands Trading Company..... | | 257,631 |
| On warrants..... | | 71,370 |
| Private merchants .. | East Indian..... | 20,000 |
| | West Indian..... | 4,600 |
| Total..... | | 353,601 |

*Tea.*—This article underwent no great or sudden fluctuation; what was imported was readily disposed of; no purchases of any importance for speculation took place. The stock on hand of China tea was very small in the beginning of the year. In the spring, however, three cargoes arrived, and these were followed afterwards by importations on a small scale from England and Hamburg, so that the prices gradually fell. The quantity exported from Amsterdam and elsewhere amounted to 4,200 quarter chests. The imports and exports of Java tea have been of much greater moment than in the previous year. Compared with the prices of China, Java black tea was lower than in 1860. The green kinds, on the contrary, were higher. The annual sale, in October, consisted of 26,000 quarter chests.

The following is a statement of the stock on hand, on the 1st of January, 1861, and the imports during the year 1861:—

| Qualities | Stock on hand January 1st, 1861 | Quantity imported in 1861 | Totals |
|---|---|---|---|
| | ¼ chests. | ¼ chests. | ¼ chests. |
| China Tea..... | 6,487 | 25,987 | 32,474 |
| Java „ ..... | 10,531 | 27,778 | 38,309 |
| Japan „ ..... | 33 | 138 | 171 |
| Totals..... | 17,051 | 53,903 | 70,954 |

*Sugar.*—An extraordinary brisk trade was carried on in this article. The general imports of raw, and exports of refined, sugar, exceeded those of 1860, the former by 16,000,000, the latter by 5,250,000 Netherlands pounds. This important increase of imported sugar was chiefly owing to the state of American affairs, which caused many cargoes, originally destined for that part of the world, to be conveyed to Europe. The increase in the exportation of refined sugar must be ascribed to the enormous quantities of crushed sugar dispatched to the Mediterranean, the French refiners, who usually supply that market, having enough to do to provide for their home consumption, which has increased on account of the duty on that article having undergone a diminution.

The prices of raw sugar were, generally speaking, lower than in 1860; refined sugar was pretty constant.

The following is a comparative statement of the quantities of refined sugar exported during the years 1860-61 :—

| Qualities | 1860 | 1861 |
|---|---|---|
| | Netherlands pounds | Netherlands pounds |
| Melis and Lumps. .. | 57,196,815 | 62,799,155 |
| Candy..... | 839,775 | 826,868 |
| Bastard..... | 57,151 | 16,722 |
| Treacle..... | 3,295 | 4,229 |
| Totals..... | 58,097,036 | 63,646,974 |

*Tobacco.*—Statement of the stock of the different kinds of tobacco in the beginning of the year, and of the quantity imported at Amsterdam during the year 1861 :—

| | Maryland | Virginia | Kentucky | Seed Leaf and Florida | Portorico | Columbia | Havana | Java |
|---|---|---|---|---|---|---|---|---|
| | Barrels | Barrels | Barrels | Chests | Packts. | Packts. | Packts. | Packts. |
| Stock on hand Jan. 1 1861..... | 4,147 | 7 | 646 | 99 | 624 | .. | 156 | 18,256 |
| Quantities imported in 1861..... | 12,266 | 677 | 512 | 91 | 2,126 | 177 | .. | 38,393 |
| Totals..... | 16,413 | 684 | 1,158 | 190 | 2,750 | 177 | 156 | 56,649 |

With respect to Maryland tobacco it may be observed, that the quantity imported equalled that of the preceding year. The prices of the ordinary qualities gradually rose in consequence of the unfavourable news from America. The best qualities remained stationary.

The sales of Virginia tobacco consisted (with the exception of a few lots of middling) of refuse, with a rise of 50 per cent. between the months of May and December.

The sales of Kentucky tobacco were of greater importance than in 1860, and the prices advanced in consequence of the American disasters.

The stock on hand of Porto Rico tobacco was sold by auction in February at satisfactory prices. The 972 packets imported in July fetched about 73 cents per Netherlands pound. Of the 1,154 packets imported after that period, 494 remained unsold on the 31st of December, 1861.

Of Java tobacco, 1,700 packets were disposed of in January and February, and a lively trade was kept up in consequence of the unfavourable reports of the coming harvest. Of the different lots brought to market, 6,300 packets were bought by the Austrian Government. Of the new crop, 62,000 packets were brought to the Dutch market, of which 14,000 remained unsold.

The usual quantity of inland grown, or Amersfoort tobacco, was disposed of at moderate prices. In the autumn there was a great demand for the ordinary qualities, owing to the rise in the American sorts. The crop, though not so fine as usual, nevertheless was satisfactory.

*Rice*.—In the commencement of the year there was a great demand for this article, and several lots were sold for consumption, as well as

for speculation; the general opinion was, that there would be a rise in the spring. This expectation, however, was not realised, and the report of several cargoes being on their way to this country caused the prices to fall; but the tidings of a bad crop of potatoes in the autumn created a great demand as a substitute, and again improved the market. In consequence of the civil war in America, and the prospect that thereby no Carolina rice would be imported, many orders were sent from other countries for clean Java table rice, thus causing a further rise. It may also be remarked, that the rough sorts were higher in comparison to the clean, owing to the fact, that the owners of Dutch rice mills purchased great quantities to keep their hands in employment.

*Indigo.*—Great activity prevailed in this produce, caused chiefly by the diminished export from Bengal. This circumstance also greatly influenced Java indigo. Even before the rumours of a deficient crop in Bengal proved to be true, the market was very favourably disposed. The spring sales of the Netherlands Trading Company closed with a rise of 25 to 40 cents above the prices quoted in October, 1860. When, however, the intelligence from Bengal was confirmed, the prices again rose, and what was offered was all sold at a price of from 40 to 50 cents higher than in May. The stock, therefore, was uncommonly small when the autumn sales of the Netherlands Trading Company commenced, and what was then offered sold at 100 cents higher than in the month of May.

*Cotton.*—As regards the cotton trade in Holland, the year 1861 has been one of the most important in this century. The market prices of this article were watched with the most intense interest, not only by those who were immediately concerned, but by the public in general. What many had foreseen, and others considered impossible, happened. The prices of cotton in November reached a standard as high as in 1825; even the extraordinary prices of 1833, 1834, 1835, and 1836, were lower than they were at the end of the year 1861; in short, it may be said, that the rise which the North American cotton underwent from August 1860 to the end of the year 1861 is unprecedented in the annals of the cotton trade. The highest prices paid were, 42 cents for Comptah, 45 cents for Dollerah, 47 cents for Tinnevelly, and 69 cents for North American. The quantities sold were far greater than in previous years, and the remaining stock was insignificant.

*Resin.*—Brown American resin has been similarly affected, and rose in March from 2 guilders* 75 cents to 9 guilders, towards the close of the year.

*Turpentine.*—The extensive imports from America, in 1860, occasioned this article to fall as low as 18 guilders 75 cents, and in February 1861, 500 casks were disposed of at 18 guilders, but from March to the end of the year it gradually rose to 43 guilders. French turpentine rose in the same proportion, but always remained 1 guilder 50 cents lower than the American, the latter being more in demand.

*Wool.*—This commodity likewise experienced the influence of the American embarrassments. The exportation of woollen goods to that country had been considerably on the increase within the last few years, insomuch that several manufacturers had directed their attention to the supplying of that market. To this new branch of trade

* 1 guilder is equivalent to 1 shilling and 8 pence.

the first blow was given by the Morell Tariff, which considerably augmented the duties in America, and the commencement of hostilities in the latter end of the year put a stop to any further exports to that country. The imports of wool, again, consisted chiefly of the produce from the Cape of Good Hope, Australia, and Buenos Ayres, for the Netherlands Trading Company. The auctions of the said Company were held in the spring, and during the autumn, and it was noticed that inland consumers supplied themselves, for the most part, at their own market, and such is probable to continue to be the case, provided that the sales be held regularly.

The following is a comparative statement of the different kinds o wool imported during the years 1860 and 1861 :—

| Countries | 1860 | | | 1861 | | |
|---|---|---|---|---|---|---|
| | By Private Merchants | By the Netherlands Trading Company | Totals | By Private Merchants | By the Netherlands Trading Company | Totals |
| | Bales. | Bales. | Bales. | Bales. | Bales. | Bales. |
| Cape | 381 | 5,139 | 5,520 | 578 | 8,251 | 8,829 |
| Port Philip | 63 | 799 | 862 | 30 | 1,038 | 1,068 |
| Sydney | .. | 1,005 | 1,005 | 87 | 957 | 1,044 |
| Buenos Ayres | .. | 1,411 | 1,411 | 139 | 2,431 | 2,570 |
| Portuguese Elvas | 670 | .. | 670 | 315 | .. | 315 |
| Russia | 534 | .. | 534 | 310 | .. | 310 |
| Denmark and Germany | 86 | .. | 86 | 207 | .. | 207 |
| Bombay | 107 | 42 | 149 | 150 | 246 | 396 |
| Totals | 1,841 | 8,396 | 10,237 | 1,816 | 12,923 | 14,739 |

*Agriculture.*—The result of the harvest, excepting that of hay, may be ranked as one of the least satisfactory. Some crops suffered considerably from night frost, cold rain, and hail storms, and consequently did not realize the expectations that were entertained in the early part of the year. The produce was in general only moderate. It is worthy of notice, that though wheat was deficient in weight, it was compensated for by quantity, and that rye, though not so bad as in the previous year, still was far from satisfactory. The oat crop was very superior, the wet weather having had a beneficial influence. Potatoes again suffered severely from disease, which not only injured the stalks, but likewise the fruit. In some districts the crops proved a total failure. The seed that was planted late succeeded the best.

The breeding of cattle, and the dairy, on the contrary, turned out remarkably well, the exports being on the increase.

STATEMENT of the Number of Cattle exported to the English Markets from Amsterdam, Helder, Texel Island, and Medemblik, during the year 1861.

| | Bulls, Oxen, and Cows | Calves and Yearlings | Sheep and Lambs | Pigs |
|---|---|---|---|---|
| Amsterdam | 27 | .. | 13,343 | 8 |
| Helder and Texel Island | 1,111 | 50 | 20,774 | 10 |
| Medemblik | 239 | 37 | 28,526 | .. |
| Total | 1,377 | 87 | 62,643 | 18 |

STATEMENT of the Average Lowest and Highest Prices of Grain, and other produce of Agriculture, during the year 1861.

| Agricultural Produce | In Foreign Money and Foreign Measure | | | In English Money and English Measure | | |
|---|---|---|---|---|---|---|
| | Measures | Lowest | Highest | Measures | Lowest | Highest |
| | | fl. c. | fl. c. | | s. d. | s. d. |
| Wheat | Per Last | 268 50 | 334 80 | Imp. Quarter | 41 8 | 52 2 |
| Rye | „ | 216 30 | 252 30 | „ | 34 6 | 40 5 |
| Barley | „ | 172 80 | 198 90 | „ | 27 6 | 31 10 |
| Oats | „ | 132 00 | 145 50 | „ | 21 1 | 23 2 |
| Buckwheat | „ | 211 50 | 237 30 | „ | 34 5 | 39 0 |
| Rapeseed | „ | 337 80 | 408 00 | „ | 55 3 | 67 0 |
| Canaryseed | „ | 187 80 | 325 50 | „ | 30 8 | 53 6 |
| Beans | „ | 198 90 | 265 50 | „ | 32 5 | 43 7 |
| Potatoes | „ | 93 90 | 124 50 | „ | 15 4 | 20 3 |
| Flax | Per Bundle | 1 60 | 1 81 | Per Cwt. | 43 2 | 48 9 |
| Chicory | 100 Neth. lbs. | 6 00 | 9 66 | „ | 5 1 | 8 4 |
| Cheese | 150 „ „ | 27 33 | 43 00 | „ | 15 7 | 24 6 |
| Butter | 40 „ „ | 41 16 | 56 33 | „ | 88 6 | 120 8 |

In some districts improved implements of husbandry have been introduced, viz., ploughs, sowing, mowing, reaping, and threshing machines. These, for the most part, were of English manufacture.

*Railways.*—A private company commenced a line from Utrecht to Zwolle, *viâ* Amersfoort, which it is expected will be complete in the spring of 1863.

Later, the question whether the construction of new lines should be undertaken by the Government, or by private companies (with or without the assistance of the State), was finally decided in favour of the first named for the sake of despatch and precaution, and several important railways were begun towards the close of the year, namely:

Amsterdam to Nieuwe Diep, *viâ* Alkmaar.

Arnhem to Lieuwarden, *viâ* Zwolle and Meppel, with branch lines to Harlingen and Groningen.

Breda to Middleburg.

Hertogenbosch to Limburg.

Rotterdam to Moerdyk.

Utrecht to Hertogenbosch, *viâ* Culemborg and Zalt-Bommel.

The rate of exchange on London, during the year 1861, has been from fl. 11.70 to fl. 11.90 per pound sterling.

Amsterdam, December 26, 1862.

## AMSTERDAM.

*Report by Mr. Consul Newnham on the Trade of Amsterdam during the year* 1862.

In a general point of view, the state of commerce in 1862 was less satisfactory than in the preceding year. The civil war in North America which wholly upset the usual course of affairs, was naturally the main cause of this depression; and though the war broke out in 1861, still its great influence on social movements was only now beginning to be fully felt. On the one hand it hindered the manufacture of produce from that country, and reduced business to a very low standard; but on the other, in awakening a spirit of speculation, it stamped the prices of several of the articles of commerce with considerable fluctuation, and an important rise. Cotton in particular rose to enormous prices. American tobacco arrived in small quantities, and consequently increased in value. Such was likewise the case with resin and turpentine. In Europe were retained certain articles that hitherto had found a ready sale in the United States, and the result was that the market was glutted, and the value of the goods depreciated. This was especially observable in woollens and hides; whilst the dyes that are so extensively used in cotton factories were but in little demand. The difficulties that were experienced in the sale of colonial sugars must, in a great measure, be ascribed to the falling off of exports to America, and it is believed by many that the coffee-market would have been more active had the intercourse with that country not been so much impeded. Business, however, in a city like Amsterdam is not liable to any very important change. Through various circumstances it has become exceedingly remarkable, having a peculiar development, and regulations. The East Indian trade is carried on in its own peculiar manner, and its rich treasures are sent to this port. The Netherlands Trading Company and private merchants compete in drawing hither the produce of Java, so as to afford them an opportunity of exporting it to the several European marts.

*Shipping and Navigation.*—The past year may be termed an unfavourable one as regards the shipping of this port, and statistical figures show a rather unsatisfactory result when compared with those of 1861. In that year 1,036 Dutch, and 1,037 foreign ships entered the port, but last year only 840 Dutch, and 885 foreign could be counted. Yet, in the present instance it is worth while to note more particularly the number of tons than of ships. If a glance is had at the Returns from the year 1849 up to 1861, and a comparison made with those of 1862, it will be found that the arrivals of Dutch vessels in the bygone year were less than in any of the preceding thirteen years; for during 1849, 1,113 Dutch vessels came into port, but they measured only 195,036 tons, whilst the 840 of 1862 showed a tonnage of 202,282. This excess is very remarkable, and it is evident that an improvement in that respect took place during that period, though at the same time it is clear that the amount of Dutch tonnage in 1861 was 226,861. The chief reason of the decrease in the number of Dutch ships is, that so many of heavy burthen have been sold to foreigners. In 1862, fifteen ships, measuring 8 670 tons, changed their nationality; whilst on the other hand, only four, of 696 tons, were added to the flag of Holland. During the year the Netherlands Trading Company chartered for return voyages from the Dutch East Indies, the following number of ships:—

| | | | |
|---|---|---|---|
| To Amsterdam .. .. .. | 74 | measuring | 44,108 tons. |
| To Rotterdam .. .. .. | 51 | „ | 35,442 „ |
| To Dordrecht .. .. .. .. | 9 | „ | 5,784 „ |
| To Middleburg .. .. .. | 7 | „ | 4,896 „ |
| To Schiedam .. .. .. .. | 11 | „ | 6,034 „ |
| Total .. .. .. | 152 | „ | 96,264 „ |

An increase is visible in ship building. During 1862, ten vessels were launched, of which five were destined for long voyages. In 1861, only six vessels were completed.

*Exports and Imports.*—The exports from Holland to Australia are important, and have been on the increase for the last few years. Dutch gin, or schiedam—better known in England under the name of Hollands—was the principal article. No less than 300,000 cases were despatched in 1862, and it is almost needless to say that the glass-blowers and case-makers were kept in constant employment. From twenty-five to thirty East Indiamen had an opportunity of being freighted to that country on their way to Java, and these vessels for the most part belonged to Dutch ports. Candles were sent out in large, but cordials, refined sugar, cheese, oats, barley, and seeds, in smaller quantities, though oats were sometimes of consequence. Goods in transit from Germany appear not to have answered the expectations entertained of them. The cause seems to be, that the population—consisting as yet almost entirely of Englishmen, who naturally prefer articles of British manufacture—object to those from other sources. The share that Amsterdam takes in the Australian trade is small, in comparison with Rotterdam. This may, however, be accounted for, as at the latter port vessels can generally be freighted at a lower rate, since they are more numerous than at the former, and lighterage is less required—a saving of expence, as well as a convenience.

Trade with the Guinea coast has been equally important. The imports of palm-oil were pretty considerable, and great attention has been paid to the nature of the trade, so as to keep up commercial relations with that part of the globe. Intercourse with Japan can only become of consequence after that the Japanese Government resolve to establish warehouses wherein merchandize can be bonded. The Amsterdam Chamber of Commerce has used its best endeavours to effect this object by application to the Governments of both countries, but hitherto without success.

Until there be accorded to the Dutch the same privileges that Great Britain enjoys, business with China cannot be much extended.

Three vessels sailed for Chili, and thirteen (being seven more than in 1861), for Rio de la Plata. The vessels that depart thence do not usually return direct to Amsterdam; and such is also the case with those that trade with China and Japan. The Mediterranean trade became remarkable through the great imports of grain from ports in the Black Sea. Trade with Turkey was less than usual, and with Italy everything was at a stand-still. With England, Belgium, France, Spain, and Portugal, the result has been very unsatisfactory, and the only exception that can be made is in favour of France, as the imports of wine from that country were considerable. It is with England that the greatest decrease is manifest, for from thence 100 Dutch, and thirty-four foreign vessels arrived less than in the preceding year. The causes were as follows:—In the first place, the enormous imports of Westphalian coal by rail have diminished the introduction of that article from the North of England; 2ndly, salt is brought for the most part to Rotterdam, as the steamers from Liverpool to that port are under contract to put on board a certain quantity each trip; 3rdly, the steam traffic with Hull, formerly carried on by Dutch, has passed into the hands of an English company: and lastly, few cargoes of materials (iron, machinery, &c), came from England.

With Sweden and Norway trade has been favourable; numerically, there were fewer arrivals of vessels, but this was counterbalanced by the tonnage.

The Baltic and White Sea trade remained stationary.

Mecklenburg and Prussia showed a decrease, which may be ascribed to the extension of steam navigation, the small craft, billyboys, and smacks being unable to compete.

It is well to note that there was but little grain brought from the Baltic.

Denmark, Oldenburg, and the Hanseatic towns, which at one time were so active, continue to fall off every year. Steam traffic has considerably diminished the number of sailing vessels, and many now trade to Friesland and Groningen, and even to Zaandam.

The Chamber of Commerce in this city in combination with the Chamber at Rotterdam, addressed the Netherlands Government with the view of obtaining in the early part of each year complete and detailed statements respecting the different articles of commerce, and it is to be regretted that there has been so much delay in the matter, as the following information had to be procured from brokers, and consequently cannot be so implicitly relied on as that issued by the Finance Department:—

*Coffee.*—Some important sales in the beginning of January, such as 6,808 bags of Java and 9,049 of Padang, contributed to fix prices, and good ordinary Java brought easily 44½ cents.* Considerable imports in the commencement of February lowered the market, but the fall was soon neutralized by the announcement of the Netherlands Trading Company's spring sale, the quantity of which was smaller than was anticipated. The demands also became more animated, and at the close of March the prices were fixed at 44 cents. The result of the above sale proved the stability of the market. The 420,000 bags, of which it was composed, found without difficulty purchasers above the estimate. After the sale a brisk demand continued, and ere long good ordinary could no more be had below 45½ cents. Towards the end of April there was some stir in Padang from 45½ cents. to 46½ cents., a price indicating a rise of 1 cent. on that of the sale. Later, a calmer period succeeded, but the prices always maintained their position with firmness, and about the latter part of August good ordinary Java was bought with difficulty at 45¾ cents. The autumn sales of the Company, comprising 500,486 bags, were again disposed of easily for 45½ cents. to 46 cents. for good ordinary, a price showing a rise of 3 cents. above that obtained at the same time last year. During the latter months of the year nothing very striking occurred, and now the prices had at the last sale are not to be met with. In the spring, transactions in Brazilian coffee were lively, but afterwards the market became quiet, and the choice restricted. Some cargoes of Santos coffee found easily buyers of the good sorts; the inferior sorts were disposed of but slowly, of which even a portion remain.

The Ceylon and Surinam importations were very insignificant. Generally speaking, the market showed but little change since 1861. The prices of East Indian coffee were about the same. Those of West Indian experienced a rise of from 4 cents. to 5 cents. for ordinary, and from 2 cents. to 3 cents. for the best qualities.

* 60 cents are equivalent to 1*s.*, and 100 cents (a florin, or guilder) to 1*s.* 8*d.* sterling.

COMPARATIVE STATEMENT of the Imports of Coffee during the last Five Years.

| | 1858. | | 1859. | | 1860. | | 1861. | | 1862. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Bags. | Casks. | Bags. | Casks. | Bags. | Casks. | Bags. | Casks. | Bags. | Casks. |
| By the Netherlands Trading Company :— | | | | | | | | | | |
| Netherland East Indies .. .. | 974,743 | .. | 916,301 | 250 | 869,061 | .. | 898,627 | .. | 921,195 | .. |
| Ceylon .. .. .. .. | 5,446 | 2,560 | 6,603 | 2,350 | 2,133 | 1,305 | 3,847 | 2,289 | 899 | 880 |
| By Private Merchants :— | | | | | | | | | | |
| East Indies .. .. .. .. | 151,652 | .. | 55,142 | .. | 100,856 | 249 | 130,554 | .. | 211,737 | .. |
| West Indies .. .. .. | 17,791 | 178 | 27,743 | 283 | 1,826 | 136 | 55,488 | 317 | 58,647 | 204 |
| Totals .. .. .. | 1,149,632 | 2,738 | 1,005,789 | 2,883 | 973,876 | 1,690 | 1,088,516 | 2,606 | 1,192,478 | 1,084 |

COMPARATIVE STATEMENT of the Stock on hand on December 31 of the last Five Years.

| | 1858. | | 1859. | | 1860. | | 1861. | | 1862. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Bags. | Casks. | Bags. | Casks. | Bags. | Casks. | Bags. | Casks. | Bags. | Casks. |
| Netherlands Trading Company :— | | | | | | | | | | |
| Netherland East Indies .. .. | 315,965 | .. | 233,037 | .. | 213,319 | .. | 257,631 | .. | 257,630 | .. |
| British East Indies .. .. .. | 981 | .. | 600 | 929 | .. | .. | 18 | 92 | 304 | 104 |
| West Indies .. .. .. | 16,735 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| On Warrants :— | | | | | | | | | | |
| Netherland East Indies .. .. | 144,423 | .. | 267,864 | 71 | 199,384 | .. | 71,370 | .. | 121,494 | .. |
| Ceylon .. .. .. .. | .. | .. | 1,420 | 202 | 10 | 110 | 47 | 87 | 136 | 61 |
| Private Merchants :— | | | | | | | | | | |
| East Indies .. .. .. .. | 11,000 | .. | 8,400 | .. | 5,100 | .. | 20,000 | .. | 21,500 | .. |
| West Indies . .. .. .. | 4,800 | .. | 2,000 | .. | .. | .. | 4,600 | .. | 10,000 | .. |
| Totals .. .. .. | 493,904 | .. | 513,321 | 1,202 | 417,813 | 110 | 353,666 | 179 | 411,064 | 165 |

The quantities sold by the Netherlands Trading Company during the last five years were as follows :—

| | Bags. | Casks. |
|---|---|---|
| In 1858 were sold .. .. | 1,205,283 .. | 4,516 |
| 1859 ,, .. .. | 1,020,307 .. | 1,671 |
| 1860 ,, .. .. | 890,103 .. | 2,234 |
| 1861 ,, .. .. | 854,516 .. | 1,526 |
| 1862 ,, .. .. | 920,819 .. | 880 |

The market prices quoted on the 31st of December of the last five years were as follows :—

| | Good Ordinary Java. | Good Ordinary Brazil. |
|---|---|---|
| In 1858 were quoted at from .. | 33½ to 34 cents. .. | 27 to 28 cents. |
| 1859 ,, .. | 38 to 38¼ ,, .. | 32½ to 33½ ,, |
| 1860 ,, .. | 38½ to 39 ,, .. | 34 to 35 ,, |
| 1861 ,, .. | 44 to 44½ ,, .. | 33 to 34 ,, |
| 1862 ,, .. | 45 to 45½ ,, .. | 37 to 38 ,, |

*Tea.*—To describe the tea trade of the bygone year in a few words, a better expression cannot be made use of than "merely supplying the wants of consumers." Speculation was paralyzed, and indeed nothing else could be expected when it is borne in mind that the prices (for the most part of the ordinary kinds) were so exceedingly high; added to which, the market was supplied from time to time with just sufficient for actual consumption, which after all was not below that of 1861. It must, however, not be overlooked, that the imports from England and elsewhere were less, for the reason that the London market was generally dearer than the Amsterdam; and further, that the sorts mostly needed were not to be found there. As early as the commencement of January a small quantity of China tea arrived (about 600 quarter chests of good ordinary), which was easily disposed of, but at a low figure. The market shortly afterwards improved in consequence of the high quotations at London, yet the demand was trifling. The long-expected cargo of the "Nemesis" was put up for auction in March, and as it consisted almost entirely of the best kinds, the ordinary fetched high prices. Foreign and inland demands likewise tended to raise the value of the better qualities. Not long after this a second cargo from the "P. C. Kinch" was advertised for sale, and it proved more suited to the requirements of this market, as it was made up of the ordinary sorts. The still great demand, however, caused prices at that auction to be driven up. Souchons and Peccos were partly bought in, but afterwards sold. The remainder was readily disposed of. At the end of May a few small lots of green and black tea arrived by the "Spirit of the North," and were put up for sale and brought more than was expected. Early in July a cargo from the "Thames" was sold cheaper, but similarly to the two last, namely, the ordinary kinds proportionably dearer than the best. There was a great dearth of China green, there being no stock on hand, and the importations few, consequently the small saleable quantities brought rising prices. In general high prices were paid.

Small lots of Java tea imported by private merchants were now and then sold privately and by auction.

Some chests of Japan tea were sold by auction at good prices, and afterwards speedily re-sold.

The following is a statement of the stock on hand on the 1st of January, 1862, and the imports during the year 1862 :—

| | Stock on hand, Jan. 1, 1862. | Quantity Imported in 1862. | Totals. |
|---|---|---|---|
| | ¼ Chests. | ¼ Chests. | ¼ Chests. |
| China tea .. .. .. | 7,227 | 23,400 | 30,627 |
| Java ditto .. .. | 10,554 | 26,039 | 36,593 |
| Japan ditto .. .. | .. | 110 | 110 |
| Totals .. .. .. | 17,781 | 49,549 | 67,330 |

*Sugar.*—The imports in this articles were about 9,000,000 of kilos* less than in 1861. But it is, nevertheless, necessary to mention that the excess was attributable to an exceptional circumstance, namely, that several cargoes intended for North America were brought to the Netherlands. This did not happen in 1862. Putting aside these extraordinary importations, the total imports may be considered as favourable when compared with former years.

The exports surpassed those of 1861 by 23,000,000 of kilo. This increase was owing to the fact, that a great quantity was shipped to Russia and Germany. The exports by inland navigation were divided into 13,000,000 to the Rhine against 4,000,000, and 5,700,000 to Belgium against 5,800,000 in the preceding year.

This augmentation of exports and diminution of imports explain the cause of bonded stock being so much smaller than last year. It must, however, be observed that at other European ports the stock on hand in December was unusually large.

The exports of refined sugar equalled those of 1861, and in every instance far surpassed the exports of former years. Prices, however, have not kept pace with the extent of business that was done. With the exception of a slight and short amelioration in white sugars, they gradually declined, chiefly on account of the position of affairs in America, an abundant harvest, and the superior quality of beet root. At the spring sale of the Netherlands Trading Company brown and middling sorts were disposed of at the prices of the November sales of the past year; white sorts at from 25 to 50 centimes under those prices. About 18,000 baskets were exported mainly to Belgium and the Rhine. A fall of 2 francs to 2 francs 50 centimes ensued, but a demand for Russia began to enliven the market, and the May sales produced a more satisfactory result than was anticipated. White sugars were then sold at 1 franc 25 centimes to 1 franc 50 centimes; brown and middling at 2 francs under the prices obtained in March. Later, white sugars came into request and fetched 1 franc 50 centimes to 2 francs above the prices in May; on the other hand, the other sorts fell 1 franc 50 centimes to 2 francs. In July prices improved by reason of a call for refined sugars, and the then small quantities offered. The sales that followed brought 2 francs above those of May for white. The middling sorts were at par, and the brown 50 centimes below those of May. At the September sales were paid from 50 centimes to 1 franc below the July sales. From September to November a fresh fall of 2 francs to 2 francs 50 centimes occurred, and the November sales fell 1 franc 50 centimes to 1 franc 75 centimes below the September, since which time the demands were of no account, and it was only possible to and purchasers at a further fall of 1 franc 50 centimes for old sugar, and of 50 to 75 centimes for new of the best qualities. This continued depression was partly caused by a greater number of cargoes being sent from France to the Mediterranean than in 1861.

* A kilo, or Netherlands pound is equivalent to 2lbs. 3 ozs. avoirdupois.

The following is a comparative statement of the quantities of refined sugar exported during the last three years :—

| Qualities. | 1860. | 1861. | 1862. |
|---|---|---|---|
| | Netherlands lbs. | Netherlands lbs. | Netherlands lbs. |
| Melis and lumps .. | 57,196,815 | 62,799,155 | 63,243,400 |
| Candy .. .. | 839,775 | 826,868 | 1,109,500 |
| Bastard .. .. | 57,151 | 16,722 | 49,700 |
| Treacle .. .. | 3,295 | 4,229 | 123,000 |
| Totals . .. | 58,097,036 | 63,646,974 | 64,525,600 |

*Tobacco.*—The imports and sales of Maryland tobacco were considerably less than in 1861. In the spring business was dull, but became particularly brisk towards the summer months, as there came to hand several portions of the late harvest, which were of good quality, and the demand began to be animated. The tobacco imported since that period found purchasers at continued increased prices, chiefly in consequence of various sales for export, of speculation, and of a rise at Baltimore. The increase in the prices of good ordinary kinds was valued at about 30 per cent.. The news of the recent crop were not propitious.

The Ohio tobacco, which was on hand, as well as what remained of Virginian in the early part of the year, was taken off very quickly at a high figure.

The small imports of Kentucky changed hands at high prices.

Stalks, of which some small quantities were imported indirectly, met with better prices than last year.

That which was left of Portorico on the hands of importers (660 packets) was slow in finding buyers, even at moderate prices. A portion (1,160 packets) of pretty good quality, imported direct, was disposed of at the November sales in a like proportion. Several lots of good ordinary, imported indirectly, likewise shared in a small way the general rise.

Of Havana and Cuba tobacco there were no direct importations. Wants were supplied from neighbouring markets. Prices were on the rise. The Havana harvest was but middling; that of Yara and Cuba scanty.

From Domingo there were no importations. 2,000 packets of the last year's crop, barely fit for manufacturing cigars, were put into the Rotterdam market, but only a part was got rid of, and that at a low price.

The small quantities of Palmyra tobacco which were on hand were taken off at rising prices. In Giron, Carmen, and Mexican some little business was done.

The greater portion of tobacco from the Brazils found buyers at firm prices, and the quality was on an average satisfactory.

The stock on hand on the 1st of January of Java tobacco was disposed of in the course of that month, and some small lots of the old crop in April. The first importations of the new harvest consisted of Malang, for the most part scrubs and shorts, the quality of which was satisfactory, and fetched good prices; that which arrived later furnished excellent wrappers, and sold well. The whole amounted to 20,186 packets, about double the quantity of the previous year. Of Kedirie sorts, such as Blitar, Walter, Djambeau, &c., were introduced 13,573 packets (about 2,000 packets less than the last harvest), which were readily sold as they served for wrappers, being of a good colour and quality. The well-known Rembang tobacco hardly reached to half that of former years, whilst the B. J. D. L. crop was lost on the voyage; with the exception of a few lots, the quality was middling, and a small portion, being of a superior kind, sold high.

The Probolingo imported was made up of spotted sorts, and taking into consideration the quality, was well paid. Several parcels of new growths made their appearance; a few were of good character, the rest were mostly ordinary, and of little promise.

From Manilla there were no arrivals. Yloilo at second hand was got rid of slowly at high prices.

Arracan did business at prices on the rise.

The prices of country grown tobacco acquired a very high standard, and the stock on hand was well-nigh exhausted. The late harvest suffered severely. The quantity was small, and more of an inferior quality was to be met with than middling.

*Cigars.*—In February, through speculation, the price of Manilla cigars rose about 50 per cent.; since that period a fall ensued, and towards the end of the year the market was about even with that of the past twelve months.

In Havana cigars nothing was done.

STATEMENT of the Stock of the different kinds of Tobacco in the beginning of 1862, of the quantity imported during that year, and of the remaining Stock on December 31, 1862.

| | Barrels. | | | Packets. | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Maryland. | Virginia. | Kentucky. | Java. | Havana. | Columbian. | Porto Rico. | Brazilian. | Seed-leaf. |
| Stock on hand Jan. 1, 1862 .. .. | 2,661 | 214 | .. | 8,962 | .. | .. | 660 | .. | .. |
| Quantities imported in 1862 .. .. | 9,402 | .. | 30 | 46,858 | 98 | 22 | 1,160 | 2,289 | 193 |
| Totals .. | 12,063 | 214 | 30 | 55,820 | 98 | 22 | 1,820 | 2,289 | 193 |
| Quantities sold in 1862 .. .. | 10,421 | 214 | 30 | 54,336 | 17 | 22 | 1,820 | 2,055 | 107 |
| Stock on hand, December 31, 1862 . | 1,642 | .. | .. | 1,484 | 81 | .. | .. | 234 | 86 |

*Rice.*—The market was depressed during almost the entire year in consequence of the scanty demand for the interior, and the lack of orders from abroad. Generally speaking, prices underwent very little variation; the greater portion of the cargoes of rough rice introduced in the course of the year found purchasers ere arrival. Business in clean rice confined itself almost exclusively to the requirements of the day, more particularly in the latter part of the year the market was quiet, the demand limiting itself to table rice and coarse Java of fine quality, of which very little was kept.

*Indigo.*—The favourable tone which prevailed in the commencement of the year continued up to the spring, when it was somewhat easier to come to terms. The sales of the Netherlands Trading Company passed off briskly, indicating a rise of from 24 to 40 cents over those held in October, 1861, which was rather unexpected, as more moderate prices were anticipated. The firmness of the market kept on until May, at which epoch a fresh rise of from 15 to 20 cents took place. During the two succeeding months everything was calm, and prices gradually declined. Finer qualities, however, maintained their prices best; ordinary sorts, on the contrary, were deserted. In August and September business took a turn, and holders of private parcels were more willing to sell, so that

600 cases more or less changed hands, but at rates signifying a fall of 20 cents. on those got in May. The October sales went off at very irregular prices. Fine sorts sold at a high figure; good and middling brought from 10 to 25 cents. above the May ones, and ordinary went at 30 cents. below the last-named. Later, the demand was next to nothing, and it was only towards the last few weeks of the year that business began to freshen, still only at falling prices, about 30 cents. below the proceeds of October.

*Cotton.*—During all the year the stock has been small, and necessarily business of little importance. Prices followed those of Liverpool. Actual demand confined itself exclusively to Surat cotton. Surinam imports were almost nothing. The Netherlands Trading Company's sales comprise but 4,192 bales against 27,551 in 1861. That of October, consisting of 1,981 bales of Surat, brought from 87½ to 89¼ cents. for fair. That of November amounted to 2,211 bales of Surat, of which 453 were bought in, but afterwards disposed of by subscription.

*Wool.*—Prices underwent a great change. Up to the end of May they continued to decline, but afterwards a slight improvement was perceptible, and towards the latter part of August speculation began to revive, and there was a rise of from 15 to 25 per cent. Nevertheless, this rise by degrees disappeared, and ere the close of December the standard was even lower than at the corresponding period of the past year. The imports amounted to 3,720 bales, mostly from the Cape of Good Hope and Buenos Ayres, against 9,802 of 1861. The stock on hand was 5.346 bales. The Netherlands Trading Company's sales made up 6,860 bales.

In country wool quotations were nominal. After the shearing time there was a rise of from 20 to 25 per cent.

*Hides.*—Business in West Indian hides, of which the imports were but few, was restricted almost exclusively to what was offered at the Netherlands Trading Company's sales in February and September, comprising 7,842 dry, and 18.058 salted from Buenos Ayres, which were readily bought for export and home use, the salted ones being eagerly sought after at firm prices.

Java hides were without difficulty sold at almost every period of the year, though at the latter end some few were retained.

Dry and salted country cow-hides were not much sought after. The market was dull. On the other hand calf and horse-hides were in great demand for export, and prices went up.

*Resin.*—The first months of the year passed without any business worthy of notice. Through the high state of the market (9 guilders for brown American), the demand was restricted to insignificant quantities. The expectation of a speedy termination to the war reduced it, and prices in consequence fell to 7 francs 50 centimes in April, but this fall failed in producing any activity. In June a considerable quantity was sold at 7 francs 25 centimes, and from that moment the demand increased, and prices soon returned to their former standard of 9 francs, and the market displayed much briskness after that period. The little prospect of an end to the war restored confidence, and an increasing demand ensued. Prices rose continually, and went up to from 12 francs to 14 francs in July. A few weeks later 15 francs 50 cents, 16 francs, and 17 francs were eagerly given, and in September what was to be had at 19 francs was taken off. After October demands ceased altogether, and the market became less firm by reason of the important arrivals of French resin, good qualities of which were obtainable at moderate prices. In general the disposition of holders was tenacious, but at the end of the year some purchases were effected at 15 francs 50 cents. and 15 francs, and one lot

even below the last named. American brown, however, was not to be had less than 17 francs. French resin, of which great quantities arrived after September, was then sold at from 14 francs to 17 francs, according to quality, but the diminished demands and repeated imports produced a fall of about 2 francs.

*Turpentine.*—This article, similar to resin, was dependent on the course of the American war, and has had a like run. In the first months prices fell from 46 francs to 40 francs, with little business, until May, when orders began to be numerous, which in combination with the rise in the French markets resulted in a return to the original quotation. With continued demands and active business they rose to 72 francs in September. Afterwards orders suddenly ceased, and prices in consequence of a fall in France could not be maintained, and purchases were again made at 60 francs. The fall was beneficial, in so far that the usual transactions for home consumption acquired more activity; the demands for exportation have since declined.

*Agriculture.*—The harvest of 1862 may be considered as having been excellent with but few exceptions.

Wheat in every respect turned out well, and far surpassed the crops of recent years, and the same may be said of buckwheat, the yield both in sandy and fenny soil having been unusually large. The oat crop was greater than could have been anticipated as to quantity, quality, colour, and weight. Rye proved satisfactory in colour and weight, but was deficient in quantity. Beans and pease gave no cause of complaint. Barley may be quoted as having been one of the poorest crops on record, in fact, almost a total failure. The flax and linseed that was sown looked well in the early spring; afterwards doubts were entertained, as the continued cold rains seemed to threaten the crops, but happily a change in the weather removed them, and the harvest that was gathered has been found to be one of the very best. Rape seed could not be better, and though but little canary seed was sown, as the quality of late years was only middling, yet contrary to expectation the produce was remarkably fine. Of clover seed much cannot be said, the crop of both red and white being very small. Chicory appears to have given satisfaction. The first hay harvest failed through the cold and wet season; the second was more cheering. Since several years so good a crop of potatoes has not been had; there were but slight signs of the disease. Fruit was plentiful, but the size was small. The condition of the cattle has been pretty good, notwithstanding that sickness has here and there been prevalent; and considerable attention has been paid to the improvement of the breed.

*Public Works.*—The Bill respecting the Amsterdam Canal (being a project for a better and more direct communication to the sea), having passed the Lower House on the 13th of December, there appears to be but little fear of its rejection by the Upper; and should this long talked of undertaking succeed it will undoubtedly greatly improve the mercantile position of this port, and possibly render it second to none in Europe.

*General Remarks.*—On the 1st of November a new Tariff came into operation, its basis being as follows: abolition of all export duties excepting a provisional one on rags; a duty of 5 per cent on the value of manufactured goods; exemption of all rough and unmanufactured imported goods, and further, of those goods from which the Government derived little or no benefit.

The Bill for the emancipation of Dutch slaves in the West Indies comes into force on the 1st of July, 1863. The Netherlands Government has voted an indemnification to the slave holders, and intends superintending the welfare and settlement of the manumitted slaves as free labourers.

Amsterdam, June 5, 1863.

## JAVA.

*Report by Mr. Consul McLachlan on the Trade and Navigation of Java, during the year* 1862.

*Shipping and Navigation.*—During the past year, the number of British vessels loaded in the ports of Java was larger than that of the previous four years, owing to the high freights, which ruled here from July to November, having attracted several vessels from Australia and elsewhere, with the view of obtaining employment. The number, and the tonnage of the British ships which entered the various ports of Java during the past five years is as follows :—

| | | | | | |
|---|---|---|---|---|---|
| 1858 .. | 68 vessels ..... | aggregating | 26,592 tons. |
| 1859 .. | 68 „ ..... | „ | 26,056 „ |
| 1860 .. | 59 „ ..... | „ | 20,016 „ |
| 1861 .. | 45 „ ..... | „ | 15,772 „ |
| 1862 .. | 74 „ (in Batavia only) | „ | 29,000 „ |

(The tonnage for 1862 is merely approximate, as the exact returns could not be obtained.)

Of the last, 17 brought general cargoes from Great Britain, whence there also arrived 18 Dutch and other continental vessels with general cargoes, and 30 Dutch and other continental vessels with coals, or in ballast.

The total number of ships which arrived at Batavia during the past year was 1,155, comprising the following :—

| | | | |
|---|---|---|---|
| Dutch ..... | 467 | vessels, whereof | 26 men-of-war |
| British ..... | 75 | „ | 1 man-of-war ("Pioneer") |
| Swedish ..... | 42 | „ | |
| French ..... | 25 | „ | 3 men-of-war |
| American ..... | 24 | „ | |
| Hamburg ..... | 17 | „ | |
| Bremen ..... | 14 | „ | |
| Danish ..... | 10 | „ | |
| Prussian ..... | 6 | „ | |
| Russian ..... | 5 | „ | |
| Oldenburg .... | 5 | „ | |
| Hanoverian .... | 4 | „ | |
| Siamese ..... | 2 | „ | |
| Belgian ..... | 1 | „ | |
| Spanish ..... | 1 | „ | 1 man-of-war |
| Chilian ..... | 1 | „ | |
| Coasters ..... | 456 | | |

The coasting trade is restricted to all vessels carrying the Dutch flag, and native craft. Ships of all other nations are precluded from taking cargoes from one port in Java to another. The carrying trade between this and the Netherlands is open to vessels of all countries, but to Dutch bottoms and those of other nations, whose flags are assimilated to the Dutch, certain privileges are granted, such, as for instance, an exemption from duty on some articles of export, or a reduction of duties on others. The foreign flags assimilated to the Dutch are those of Great Britain, the United States of America, Prussia, and other States of the German Confederation, Lubeck, Bremen, Austria, Sardinia, Sweden, Norway, Tuscany, Papal States, Greece, Ionian Islands, Mecklenburg Schwerin, Hamburg and Denmark.

*Docks.*—At Sourabaya, there has been erected an extensive iron floating dock, capable of containing ships of the greatest burthen, and the government docks there, and at this place, afford likewise every facility for repairing ships.

*Casualties to Shipping.*—In consequence of the number of casualties to British shipping that yearly take place in the passages to the North,

and Eastward of the Island, (nearly all of which are to be attributed to the very defective English charts used by British vessels). I would strongly recommend that all ships bound to ports in the Java Sea, should be supplied with the Dutch government charts which are considered to be most accurate.

*Trade and Commerce.—Exports.*—The exports of Java produce to Great Britain are comparatively trifling, caused by the restrictive duties charged on produce, shipped to all countries excepting Holland. For instance—sugar, if shipped to the Netherlands, is free; but if to other countries an export duty of 6 per cent. is charged. Coffee to Holland pays 6 per cent. duty, but to other countries 12 per cent.

The total value of exports to Great Britain during the past year, amounted to—

| | £ |
|---|---|
| | 60,884 |
| In 1861 ..... | 32,956 |
| „ 1860 ..... | 56,516 |
| „ 1859 ..... | 62,671 |
| „ 1858 ..... | 49,334 |

Representing the undernoted articles:—

TABLE No. I.—COMPARATIVE STATEMENT of Exports from Java to Great Britain during the last five years.

| Articles. | 1858 | 1859 | 1860 | 1861 | 1862 | Total. |
|---|---|---|---|---|---|---|
| Arrack . . . leaguers | 50 | 180 | 302 | 3 | — | 535 |
| Ind. Rubber. . pcls. | 103 | 1,475 | 1,216 | 306 | 364 | 3,464 |
| Gum Damar. . pcls. | 718 | 150 | 969 | 450 | 376 | 2,563 |
| Horns. . . . . picols | — | 37 | — | — | — | 37 |
| Japan Wood...pcls. | 300 | 452 | 890 | 510 | 290 | 2,442 |
| Hides. . . . . pieces | 2,585 | 8,502 | 7,225 | 8,280 | 1,567 | 28,159 |
| Pepper . . . . picols | 600 | 150 | 2,310 | 1,810 | 422 | 5,322 |
| Rattans . . . . picols | 2,790 | 2,844 | 1,844 | 230 | 901 | 8,609 |
| Rice . . . . . picols | 22,137 | 86,561 | 40,435 | 37,664 | 41,553 | 228,350 |
| Mace . . . . . picols | 1 | 39 | 1 | 15 | 3 | 59 |
| Cloves. . . . . picols | | 85 | — | — | — | 85 |
| Nutmegs . . picols | | 118 | 42 | 25 | 11 | 196 |
| Sugar . . . . . picols | 29'873 | 10,392 | 12,727 | 4,031 | 25,163 | 82,186 |
| Indigo . . . . . lbs. | 345¼ | — | 238 | — | — | 583¼ |
| Tin . . . . . picols | — | — | — | — | 8 | 8 |
| Cubebs . . . . picols | — | — | — | — | 35 | 35 |
| Coffee . . . . . picols | — | — | — | — | 251 | 251 |
| Cassia. . . . . picols | — | — | 147 | 100 | — | 247 |
| Cinnamon. . . picols | — | — | 70 | 2 | — | 72 |
| Total fl. | 592,009fl. | 752,047fl. | 678,197fl. | 395,474fl. | 730,610fl. | 3,148,337 fl. |
| Value £ | £49,334 | £62,671 | £56,516 | £32,956 | £60,884 | £262,361 |

Whilst the whole of the exports from Java to various countries may be seen from the following Table:—

## TABLE No. II.—EXPORTS from Java during the year 1862.

| Articles. | Holland. | England and Channl. | Hamburg. | Sweden. | China. | Singapore. | Cocos Islands. | Bushire. | Australia. | Amoor River. | North America. | South America | Californ-ia. | Akyab | Frnce. | Mauri-tius. | Total. | Nethrlnds Trading Co. in 1862 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coffee ..... picols | 128,047 | ... | 6 | 287 | 185 | 520 | ... | 200 | 1,531 | ... | 64 | ... | 4123 | ... | 30,153 | 1,200,000 | 165,116 | 877,241 |
| Sugar .....picols | 1,138,367 | 25,163 | 6,403 | 7,834 | 111 | 5,759 | 85 | 65,316 | 105,444 | ... | 1,833 | ... | ... | ... | 34,149 | Sugar | 1,390,464 | 939,544 |
| Rice ..... picols | 133,523 | 41,553 | 4,326 | 36 | 56,915 | 203,921 | 1,385 | ... | 18,072 | ... | 6,000 | ... | 4160 | ... | ... | Canes. | 469,891 | ... |
| Arrack.....leaguers | 3,518 | ... | 141 | 115 | 2 | 1,283 | ... | ... | 3 | 2 | ... | ... | 18 | ... | ... | | 5,082 | ... |
| Rattans.....picols | 19,379 | 901 | 120 | 70 | 3,416 | 957 | ... | 125 | 1,007 | 500 | 433 | . | 82 | 165 | 1,126 | | 28,286 | 21,870 |
| Pepper. .....picols | 6,171 | 422 | ... | 4 | 81 | 417 | ... | ... | 1,165 | ... | 558 | ... | 173 | ... | 722 | | 9,713 | 1,615 |
| Ind. Rubber...picols | 1,930 | 364 | 112 | ... | ... | 1,123 | ... | ... | ... | ... | ... | ... | ... | ... | 167 | | 7,696 | ... |
| Hides .....pieces | 204,356 | 1,567 | ... | 40 | 1,712 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | 226,415 | ... |
| | 593 pics. | | | | | 7,140 | ... | ... | ... | ... | ... | ... | ... | ... | 11,600 | | 593 pcls | 691 pic. |
| Tobacco.....picols | 9,8011 | ... | ... | ... | ... | 7,540 | ... | ... | 30 | ... | ... | ... | ... | ... | ... | | 105,581 | 3,821 |
| Indigo . .....lbs. | 317,278 | ... | ... | 298 | ... | 375 | ... | ... | ... | ... | ... | ... | ... | ... | ... | | 317,951 | 4,176 pic. |
| Nutmegs .....picols | 111 | 11 | ... | 1 | ... | 19 | ... | ... | 92½ | ... | | | 38 | | | | 272½ | 6,363 |
| | | | | | | | ... | | | ... | | | | | | | | 30 picols |
| | | | | | | | ... | | | ... | | | | | | | | ntmg. soap |
| Mace.....picols | 32 | 3 | ... | 1¼ | ... | 1 | ... | ... | 11½ | ... | ... | ... | 2¾ | ... | ... | | 51¼ | 1,796 |
| Cinnamon ..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | ... | 680 |
| Cubebs .....picols | 598 | 35 | 21 | ... | ... | 393 | ... | ... | ... | ... | ... | ... | ... | ... | 300 | | 1,347 | ... |
| Sapan Wood...picols | 3,337 | 290 | ... | ... | 515 | 230 | ... | ... | ... | ... | ... | ... | ... | ... | ... | | 4,372 | ... |
| Cassia .....picols | 865 | ... | ... | ... | ... | ... | ... | 318 | ... | ... | ... | ... | ... | ... | ... | | 1,183 | 1,448 |
| Horns .....picols | 75½ | ... | ... | ... | 20 | 700 pcs. | ... | ... | ... | ... | ... | ... | ... | ... | 120 | | 215¾ | ... |
| Gum Damar...picols | 4,107 | 276 | 445 | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 864 | | 700 pics | ... |
| Gutta Percha..picols | 194 | ... | ... | ... | 62 | ... | 24 | ... | ... | ... | ... | ... | ... | ... | ... | | 5,692 | 932 |
| Cochineal .....lbs. | 198 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | 280 | 28 |
| Cocoa Nut Oil....pic. | ... | ... | ... | ... | 560 | 793 | 1,141 | ... | ... | ... | ... | ... | ... | ... | ... | | 198 | 210 pic. |
| Tea.....lbs. | 265,435 | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | 2,494 | ... |
| | 120 chsts. | | | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | 265,543 | ... |
| Tin.....picols | 950 | 8 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 518 | | 120 dts. | 13,545 pic. |
| Cloves.....picols | ... | . | ... | ... | 14 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | 1,476 | 63,274 |
| Paddy.....picols | .. | ... | ... | ... | ... | ... | ... | ... | 50 | ... | ... | 4520 | ... | ... | ... | | 14 | 2,890 |
| Turmeric ..... picols | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | 4,300 | ... |
| Oil Cake .. .....picols | ... | ... | ... | 20,236 | 64,827 | 23,079 | 4,670 | ... | ... | ... | ... | ... | ... | ... | ... | | ... | ... |
| Tamarinds ....picols | ... | ... | .. | .. | ... | 220 | 280 | ... | ... | ... | ... | ... | ... | ... | ... | | 112,812 | ... |
| Long Pepper..picols | 313 | ... | ... | ... | 101 | 716 | 35 | ... | ... | ... | ... | ... | ... | ... | ... | | 500 | ... |
| | | | | | | | | | | | | | | | | | 1,165 | ... |

The chief products of the Island are sugar, coffee, rice, tobacco, and indigo, and of these the exports during the last five years have been:—

| Years. | Sugar. | | Coffee. | | Rice. | | Tobacco. | | Indigo. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Value. | Tons. | Value. | Tons. | Value. | Tons. | Value. | Pounds. | Value. |
| | | £ | | £ | | £ | | £ | | £ |
| 1858 . . . . | 120,044 | 2,964,312 | 66,575 | 2,614,505 | 92,734 | 582,524 | 5,266 | 126,392 | 1,156,395 | 339,183 |
| 1859 . . . . | 130,237 | 2,819,656 | 59,769 | 2,565,137 | 93,983 | 637,825 | 5,257 | 127,696 | 1,069,776 | 298,484 |
| 1860 . . . . | 127,445 | 2,682,085 | 54,638 | 2,486,115 | 73,514 | 551,174 | 5,983 | 126,550 | 997,858 | 287,721 |
| 1861 . . . . | 132,993 | 2,687,701 | 61,783 | 2,850,518 | 48,680 | 376,692 | 6,847 | 144,859 | 868,751 | 265,730 |
| 1862 . . . . | 141,465 | 2,683,986 | 63,286 | 3,46,5747 | 28,529 | 253,349 | 6,642 | 139,487 | 913,866 | 335,980 |

The following Table will show the total amount of the principal articles of export from Java during the last five years. However, the Government statistical tables for 1862, not having been published yet, the figures for said year are to be considered as only approximate.

TABLE No. III.—COMPARATIVE STATEMENT of EXPORTS from the Island of Java, during the last Five Years.

| | | 1858. | | 1859. | | 1860. | | 1861. | | 1862. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | fl. | | fl. | | fl. | | fl. | | fl. |
| Arrack..... | leaguers | 9,722 | 681,212 | 12,673 | 589,680 | 6,351 | 323,414 | 8,227 | 539,190 | 5,082 | 294,959 |
| Coffee..... | piculs | 1,096,535 | 31,374,057 | 984,426 | 30,781,639 | 899,922 | 29,833,381 | 1,017,594 | 34,206,222 | 1,042,357 | 41,610,891 |
| Cubebs ..... | ,, | 1,407 | 72,764 | 1,126 | 57,688 | 2,876 | 219,435 | 2,448 | 146,355 | 1,347 | 87,551 |
| Gum Damar .. | ,, | 7,821 | 203,580 | 6,517 | 145,569 | 13,083 | 316,708 | 5,351 | 115,676 | 6,624 | 143,475 |
| Hides..... | pieces | 239,776 | 693,620 | 186,653 | 591,487 | 204,467 | 618,840 | 210,909 | 724,857 | 226,415 | 821,886 |
| India Rubber.. | piculs | 7,883 | 246,101 | 9,656 | 577,845 | 19,613 | 1,836,308 | 10,776 | 687,097 | 7,696 | 626,762 |
| Birdnests..... | ,, | 255 | 196,277 | 154 | 171,019 | 144 | 85,606 | 644 | 177,616 | .. | .. |
| Cassia..... | ,, | 140 | 1,997 | 21 | 126 | 447 | 6,874 | 2,038 | 23,291 | 2,631 | 30,046 |
| Cinnamon .... | ,, | 2,239 | 153,951 | 2,068 | 115,104 | 1,983 | 66,044 | 1,670 | 26,519 | 680 | 10,798 |
| Cloves ..... | ,, | 130 | 4,562 | 1,658 | 58,028 | 4,658 | 166,052 | 1,868 | 38,080 | 2,904 | 97,168 |
| Cochineal .... | lbs. | 62,437 | 121,478 | 42,826 | 81,366 | 30,766 | 60,091 | 59,138 | 107,077 | 26,488 | 47,149 |
| Cotton..... | piculs | 1,505 | 21,413 | 378 | 4,813 | 1,342 | 9,915 | 1,029 | 6,658 | .. | .. |
| Gambier ..... | ,, | 418 | 10,172 | 1,194 | 23,719 | 678 | 16,411 | 461 | 11,889 | .. | .. |
| Indigo ..... | lbs. | 1,062,863 | 4,060,197 | 983,250 | 3,581,806 | 917,145 | 3,452,656 | 798,484 | 3,188,763 | 839,951 | 4,031,764 |
| Mace..... | piculs | 2,170 | 186,622 | 2,067 | 140,452 | 1,855 | 115,867 | 2,303 | 130,429 | 1,847 | 53,102 |
| Nutmegs ..... | ,, | 7,877 | 810,419 | 6,598 | 565,618 | 7,450 | 640,239 | 8,447 | 740,484 | 6,635 | 366,385 |
| Pepper..... | ,, | .. | .. | 8,458 | 184,347 | 6,423 | 145,009 | 9,042 | 168,944 | 11,238 | 287,355 |
| Rattans ..... | ,, | 140,435 | 1,167,365 | 105,383 | 907,853 | 92,768 | 651,460 | 61,235 | 469,473 | 50,156 | 407,266 |
| Rice..... | ,, | 1,527,384 | 6,990,285 | 1,547,959 | 7,653,896 | 1,210,816 | 6,614,088 | 801,793 | 4,520,306 | 469,891 | 3,040,194 |
| Sapan Wood .. | ,, | 5,701 | 28,635 | 3,392 | 15,903 | 1,835 | 9,075 | 6,385 | 33,717 | 4,372 | 14,034 |
| Sugar..... | ,, | 2,125,432 | 35,571,740 | 2,145,080 | 33,835,875 | 2,094,092 | 32,185,025 | 2,190,470 | 32,252,415 | 2,330,008 | 34,367,618 |
| Tea..... | ,, | .. | 507,526 | 28,964 | 1,360,644 | 16,586 | 590,816 | 16,187 | 532,612 | 15,729 | 558,380 |
| Tin..... | ,, | 74,665 | 6,493,008 | 81,145 | 7,410,764 | 81,053 | 7,514,998 | 71,895 | 7,267,605 | 64,750 | 5,503,750 |
| Tobacco..... | ,, | 86,744 | 1,516,706 | 86,596 | 1,532,347 | 98,549 | 1,518,598 | 112,782 | 1,738,305 | 109,402 | 1,673,850 |
| Total .. | .. | .. | 91,113,687 | .. | 90,387,588 | .. | 86,693,909 | .. | 87,853,580 | .. | 94,074,383 |

The above statement comprises only the *principal* articles of export from Java, the total value, however, of all exports during the years 1858 to 1861, amounts to, in—

| | |
|---|---|
| 1858 | £9,536,851 |
| 1859 | 8,876,734 |
| 1860 | 8,704,706 |
| 1861 | 9,089,946 |

The value for 1862, I am not able to give as yet.

*Rice.*—The quantity of rice exported forms a very small portion of that produced in the island, the greater part being required for native consumption, as the crops during the past five years have been rather short, it has been necessary to bring supplies from other quarters.

As a consequence of the scarcity of the article, the price advanced considerably.

| | fl. | s. | d. | |
|---|---|---|---|---|
| In 1858 the average cost of a picol of Rice (136 lbs. English), was | 4.68 or | 6 | 3 | per cwt. |
| 1859 | 4.94 „ | 6 | 9¼ | „ |
| 1860 | 5.46 „ | 7 | 5¾ | „ |
| 1861 | 5.63 „ | 7 | 8¾ | „ |
| 1862 | 6.47 „ | 8 | 10½ | „ |

From which it will be seen that (although the native population has not suffered any actual privation) such high prices of food have much depressed the import trade.

Above figures shew the average rates at the ports of shipment, but in the interior, where the bulk of the grain is produced, the price has been comparatively high also.

*Sugar and Coffee.*—The sugar and coffee crops are all exported, and in addition to that grown on private account, Government last year sold off their produce, hitherto entirely shipped to Holland.

| | |
|---|---|
| 180,000 picols | = 10,929 tons Sugar. |
| 80,000 „ | 4,857 „ Coffee. |

The average market value of the principal articles of produce will be seen from the following Table :—

TABLE No. IV.—COMPARATIVE STATEMENT of the average value of the principle articles of Eastern produce during the last five years.

| | 1858. | | | | | 1859. | | | | | 1850. | | | | | 1861. | | | | | 1862. | | | | | Java Standard. | English Standard. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | fl. | dts. | £ | s. | d. | fl. | dts. | £ | s. | d. | fl. | dts. | £ | s. | d. | fl. | dts. | £ | s. | d. | fl. | dts. | £ | s. | d. | | |
| Arrack | 70 | 07 | 0 | 0 | 10 | 46 | 53 | 0 | 0 | 7 | 50 | 92 | 0 | 0 | $7\frac{1}{2}$ | 65 | 54 | 0 | 0 | $9\frac{3}{4}$ | 58 | 04 | 0 | 0 | $8\frac{3}{4}$ | Leaguer. | Gallon |
| Mace | 85 | 116 | 0 | 1 | $0\frac{1}{2}$ | 67 | 94 | 0 | 0 | 10 | 60 | 05 | 0 | 0 | 9 | 40 | 81 | 0 | 0 | 6 | 28 | 75 | 0 | 0 | $4\frac{1}{2}$ | Picol. | lb. |
| India Rubber | 31 | 26 | 0 | 0 | $4\frac{1}{2}$ | 59 | 84 | 0 | 0 | $8\frac{3}{4}$ | 93 | 62 | 0 | 1 | $1\frac{3}{4}$ | 63 | 76 | 0 | 0 | $9\frac{1}{2}$ | 81 | 44 | 0 | 1 | 0 | ,, | ,, |
| Gum Damar | 26 | 02 | 1 | 15 | $8\frac{1}{4}$ | 22 | 33 | 1 | 10 | 8 | 24 | 21 | 1 | 13 | $2\frac{3}{4}$ | 21 | 61 | 1 | 9 | $7\frac{3}{4}$ | 21 | 66 | 1 | 9 | 8 | ,, | cwt. |
| Sapan Wood | 5 | 02 | 6 | 17 | 8 | 4 | 68 | 6 | 8 | $5\frac{3}{4}$ | 4 | 94 | 6 | 15 | $7\frac{1}{4}$ | 5 | 28 | 7 | 4 | $11\frac{1}{4}$ | 3 | 21 | 4 | 8 | $1\frac{1}{2}$ | ,, | ton. |
| Indigo | 3 | 98 | 0 | 6 | 1 | 3 | 64 | 0 | 5 | 7 | 3 | 83 | 0 | 5 | 10 | 4 | 04 | 0 | 6 | 2 | 4 | 80 | 0 | 7 | 4 | Pond. | lb. |
| Coffee | 28 | 73 | 1 | 19 | 3 | 31 | 27 | 2 | 2 | $11\frac{3}{4}$ | 34 | 25 | 2 | 7 | 0 | 33 | 99 | 2 | 6 | $6\frac{1}{4}$ | 39 | 92 | 2 | 14 | $9\frac{3}{4}$ | Picol. | cwt. |
| Pepper | 21 | 49 | 0 | 0 | 3 | 21 | 79 | 0 | 0 | $3\frac{1}{4}$ | 29 | 31 | 0 | 0 | $4\frac{1}{4}$ | 24 | 52 | 0 | 0 | $3\frac{1}{2}$ | 25 | 57 | 0 | 0 | $3\frac{3}{4}$ | ,, | lb. |
| Rattans | 8 | 37 | 0 | 11 | $4\frac{3}{4}$ | 8 | 61 | 0 | 11 | $9\frac{3}{4}$ | 7 | 02 | 0 | 9 | $7\frac{1}{2}$ | 7 | 66 | 0 | 10 | 6 | 8 | 12 | 0 | 11 | $1\frac{3}{4}$ | ,, | cwt. |
| Rice | 4 | 68 | 0 | 6 | 3 | 4 | 94 | 0 | 6 | $9\frac{1}{4}$ | 5 | 46 | 0 | 7 | $5\frac{3}{4}$ | 5 | 63 | 0 | 7 | $8\frac{3}{4}$ | 6 | 47 | 0 | 8 | $10\frac{1}{2}$ | ,, | ,, |
| Sugar | 16 | 96 | 1 | 3 | $0\frac{1}{2}$ | 15 | 82 | 1 | 1 | $8\frac{1}{2}$ | 14 | 70 | 1 | 0 | 2 | 13 | 70 | 0 | 18 | $9\frac{3}{4}$ | 14 | 75 | 1 | 0 | 3 | ,, | ,, |
| Tobacco | 17 | 58 | 0 | 0 | $2\frac{1}{2}$ | 17 | 69 | 0 | 0 | $2\frac{1}{2}$ | 15 | 29 | 0 | 0 | $2\frac{1}{4}$ | 15 | 30 | 0 | 0 | $2\frac{1}{4}$ | 0 | 0 | 0 | 0 | 0 | ,, | lb. |
| Tin | 86 | 115 | 5 | 19 | 3 | 91 | 32 | 6 | 5 | 4 | 94 | 99 | 6 | 10 | $4\frac{1}{4}$ | 85 | 31 | 5 | 17 | 1 | 85 | 0 | 5 | 16 | 8 | ,, | cwt. |
| Nutmegs | 102 | 104 | 0 | 1 | 3 | 85 | 71 | 0 | 1 | $0\frac{1}{2}$ | 80 | 36 | 0 | 0 | $11\frac{3}{4}$ | 74 | 39 | 0 | 0 | $10\frac{3}{4}$ | 55 | 22 | 0 | 0 | 8 | ,, | lb. |
| Hides | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 01 | 0 | 0 | $0\frac{1}{2}$ | 3 | 43 | 0 | 0 | $\frac{1}{4}$ | 3 | 63 | 0 | 0 | $0\frac{1}{2}$ | Piece. | ,, |

WEIGHTS AND MEASURES.

1 Picol = 136 lb. English.
1 ,, = 125 ,, Dutch.
1 Leaguer = 133 galllons.

*Exchange.*—The large quantities of government produce (above-mentioned) brought upon the market, in addition to the ordinary supplies, caused a larger amount of foreign bills then usual to be offered for sale, and money being rather scarce during the months of September to November exchange declined.

The average rate for six months' sight bills during the 12 months, was—

| | fl. | | fl. |
|---|---|---|---|
| In January.... | 11.75 per £ sterling | In July ..... | 11.70 per £ sterling |
| February .. | 11.85 „ | August.... | 11.85 „ |
| March .... | 11.85 „ | September . | 11.60 „ |
| April..... | 11.90 „ | October ... | 11.00 „ |
| May ..... | 11.80 „ | November . | 10.50 „ |
| June..... | 11.75 „ | December.. | 10.90 „ |

Or during the whole year, fl. 11.54. per pound sterling.

*Weights and Measures* used on the island with their equivalents, are—

1 Picol or 125 Dutch Pounds.
1 „ „ 136 English Pounds.
1 „ „ 61 Kilogrammes.
1 Coyang or 27 Picols at Batavia.
1 „ „ 28 „ Samarang.
1 „ „ 30 „ Sourabaya.
1 Corge „ 20 pieces (used in Manufactures).
1 Leaguer of Arrac or 388 Batavia Cans.
1 „ „ „ 133 Imperial Gallons.
1 „ „ „ 550 Litres.
1 Ell or 27 inches.
1 Real of Gold or 422 Grains Troy.

*Imports.*—To this branch of trade the British merchants in this island chiefly confine their operations, and notwithstanding the protective duties in favour of Dutch manufactures, the imports from Great Britain are equal in value to those from Holland.

In remarking under the head of exports upon the increased cost of rice, I have pointed out the depressing influence that this has had upon the import trade, and as the shipments of cotton goods from Europe to Java have for some years back been in excess of its requirements, prices have in general ruled low.

Fortunately, the greatly enhanced value of the raw material has caused a stoppage of supplies, and towards the end of 1862, importers began to realize their stocks at more profitable rates than had been current for three or four years previously.

It is difficult to give a correct estimate of the value of imports into Java; such information can only be gathered from the Government exports which are not generally very explicit.

According to the Government reports the total value of manufactures imported during the years 1859 to 1861, has been as follows :—

| | 1859. | 1860. | 1861. |
|---|---|---|---|
| | £ | £ | £ |
| From Europe, America, and Cape of Good Hope..... | 2,114,380 | 2,615,720 | 2,653,534 |
| „ West of India and Bengal..... | 61,203 | 47,192 | 49,193 |
| „ China, Manilla, and Siam..... | 262,630 | 339,508 | 274,926 |
| „ Japan..... | 93,281 | 25,702 | 64,496 |
| „ Eastern Archipelago and Australia | 598,398 | 653,028 | 720,355 |
| | £3,129,892 | 3,681,150 | 3,762,174 |

The statement for 1862, has not yet been published.

The principal imports, it will be observed, are from Europe and America; those for 1861 will be found enumerated in the following Table.—

TABLE No. V.—STATEMENT of the IMPORTS from Europe, America, and the Cape of Good Hope, during 1861.

| | Fl. | £ |
|---|---|---|
| Earthenware | 316,365 | 26,365 |
| Animal Charcoal | 6,931 | 578 |
| Tinware | 33,818 | 2,818 |
| Books, Music, &c. | 134,149 | 11,179 |
| Drugs and Medicines | 55,380 | 4,615 |
| Stationery | 5,750 | 479 |
| Millinery and Perfumery | 466,848 | 38,904 |
| Glassware | 139,568 | 11,632 |
| Gold and Silverware | 182,983 | 15,249 |
| Watches and Instruments | 43,165 | 3,597 |
| Jewellery | 203,679 | 16,973 |
| Candles | 47,009 | 3,916 |
| Clothing | 119,854 | 9,988 |
| Copperware | 557,728 | 46,474 |
| Haberdashery | 447,968 | 37,331 |
| Corks | 6,356 | 529 |
| Woollens | 386,981 | 32,249 |
| Lead | 26,513 | 2,209 |
| Linen and Cotton Manufactures | 20,251,585 | 1,687,633 |
| Metalware | 107,571 | 8,965 |
| Furniture | 200,262 | 16,689 |
| Paper | 75,523 | 6,293 |
| Provisions | 1,505,510 | 125,459 |
| Carriages and Saddlery | 302,722 | 25,227 |
| Ship Stores | 187,388 | 15,616 |
| Writing Materials | 97,702 | 8,143 |
| Playing Cards | 28,946 | 2,412 |
| Steelware | 139,878 | 11,656 |
| Coals | 315,806 | 26,317 |
| Bricks and Marble | 58,011 | 4,834 |
| Tobacco, Snuff, &c. | 33,510 | 2,792 |
| Casks | 126,616 | 10,551 |
| Paints | 184,671 | 15,389 |
| Felt | 5,267 | 439 |
| Arms and Gunpowder | 65,895 | 5,491 |
| Wines and other Liquors | 2,372,263 | 197,688 |
| Bags | 122,698 | 10,225 |
| Soap | 231,983 | 19,332 |
| Zinc | 30,380 | 2,532 |
| Silks | 122,740 | 10,228 |
| Iron and Machinery | 2,094,436 | 174,536 |
| Total | 31,842,408 | 2,676,031 |

A particular estimate I have made, shews the declared value of cotton and woollen manufactures imported into Java from Great Britain and Europe during 1861 and 1862, to be as follows:

| | 1861. | 1862. |
|---|---|---|
| Dutch Manufactures | £700,000 | £710,000 |
| British Manufactures | 725,000 | 615,000 |
| Swiss, German, and French do. | 210,000 | 105,000 |
| | £1,635,000 | £1,490,000 |

These figures merely represent the value on which duties have been paid, and it is difficult to arrive at an estimate of the total amount of all cotton and woollen goods brought hither, great quantities being sold in bond for export, and during the preceding year, the quantity of goods taken out of bond for consumption has been much smaller than usual, owing to the absence of demand.

On the 1st January, 1862, the stock of cotton and woollen manufac-

tures in bond, consisted of 13,313 packages; and on the 31st December, 1862, 20,607 packages, showing an excess over the previous year at same date of 7294 packages.

The duty charged on Dutch manufactures is 12½ per cent.; and on British and other foreign manufactures 25 per cent.

The total value of all articles imported into Java during the years 1858 to 1861 was—

| | florins. | | £ |
|---|---|---|---|
| In 1858 ..... | 62,526,764 | equal to | 5,210,564 |
| „ 1859 ..... | 65,487,980 | „ | 5,457,332 |
| „ 1860 ..... | 69,341,412 | „ | 5,778,451 |
| „ 1861 ..... | 76,644,140 | „ | 6,387,012 |

And that of imports from Great Britain—

| | £ | |
|---|---|---|
| In 1858 ..... | 759,396 | |
| „ 1859 ..... | 791,188 | |
| „ 1860 ..... | 971,722 | |
| „ 1861 ..... | 927,701 | |
| „ 1862* ..... | 615,000 | (Cotton and Woollen Goods only.) |

* Government Table not yet published.

Batavia, April 14, 1863.

## ROTTERDAM.

*Report by Consul Sir R. Turin on the Trade of the Netherlands for the year* 1862.

THE Trade of this country has been steady and on the whole satisfactory. Of course it has been affected by the American struggle, and some branches of trade have suffered materially in consequence.

It has, however, on the other hand had the usual effect of stimulating other branches, and such articles of the Dutch colonies as compete with American produce have benefited accordingly.

The mercantile marine of the Netherlands on 31st December, 1862, consisted of :—

| | | | | | |
|---|---|---|---|---|---|
| Clippers .. .. | 9 | measuring | 6,134 | tons |
| Ships (full rigged) .. | 127 | „ | 101,130 | „ |
| Barques .. .. | 354 | „ | 210,038 | „ |
| Brigs .. .. .. | 147 | „ | 35,130 | „ |
| Schooners .. .. | 385 | „ | 64,250 | „ |
| Brigantines .. .. | 2 | „ | 372 | „ |
| Galliots .. .. | 314 | „ | 38,976 | „ |
| Koffs, &c. .. .. | 734 | „ | 75,988 | „ |
| Hookers .. .. | 25 | „ | 2,826 | „ |
| Sloops .. .. .. | 5 | „ | 348 | „ |
| Smacks, &c. .. .. | 149 | „ | 6,416 | „ |
| Steamers .. .. | 38 | „ | 12,636 | „ |
| Total .. | 2,289 | vessels | 554,244 | tons |

The official returns of the shipping cleared in and out with cargoes during the last six years are as follows :—

CLEARED INWARDS.

| Years | Under Dutch Flag | | Foreign Flag, not Dutch | | Total | |
|---|---|---|---|---|---|---|
| | Ships | Tons. | Ships | Tons | Ships | Tons. |
| 1857 | 3,707 | 646,048 | 4,585 | 899,885 | 8,292 | 1,545,933 |
| 1858 | 3,407 | 621,515 | 4,966 | 980,184 | 8,373 | 1,601,699 |
| 1859 | 3,261 | 580,390 | 4,385 | 876,090 | 7,646 | 1,456,480 |
| 1860 | 3,699 | 639,399 | 4,518 | 952,020 | 8,217 | 1,591,419 |
| 1861 | 3,831 | 670,948 | 4,762 | 1009,166 | 8,599 | 1,680,114 |
| 1862 | 3,474 | 622,701 | 4,887 | 1072,511 | 8,361 | 1,695,212 |

CLEARED OUTWARDS.

| Years | Under Dutch Flag | | Foreign Flag, not Dutch | | Total | |
|---|---|---|---|---|---|---|
| | Ships | Tons | Ships | Tons. | Ships | Tons. |
| 1857 | 2,538 | 507,412 | 2,113 | 505,545 | 4,651 | 1,015,957 |
| 1858 | 2,223 | 478,218 | 2,101 | 519,593 | 4,324 | 997,811 |
| 1859 | 2,326 | 438,594 | 2,244 | 501,512 | 4,570 | 940,106 |
| 1860 | 2,644 | 508,611 | 2,372 | 553,774 | 5,016 | 1,062,385 |
| 1861 | 2,451 | 489,305 | 2,208 | 542,345 | 4,659 | 1,031,650 |
| 1862 | 2,425 | 498,340 | 2,447 | 610,019 | 4,872 | 1,108,359 |

The following particulars refer to some of the leading articles of import and export.

*Arrack.*—The total imports last year of Java arrack into this country

have consisted of 3192/1 and 345/2 leaguers, being considerably less than during 1861, when 5177/1 and 351/2 leaguers were imported. The demand on the whole has been ery active, and prices, which now and then have fluctuated, have been very satisfactory, the finest and strongest qualities especially having commanded extreme prices.

The sales comprised, 5033/1 and 307/2 leaguers against 3872/1, and 411/2 leaguers during 1861 against 3720/1 and 525/2 leaguers during 1860.

Importers hold only a stock of 390/1 and 20/2 leaguers, against a quantity of 2231/1 and 62/2 leaguers on 31st December, 1860.

*Ashes.*—The supplies during the past year have been far below those of preceding years. A fair inquiry has prevailed for all sorts, and prices of United States pots and pearl have experienced a material advance. About 500 casks of American pearl changed hands at from 32/6 to 35/10 ; 250 casks, ditto pots, at 31/7 to 35/, and 1,130 casks, Russian and Tuscany pot ashes, ranged from 26/3 to 31/7. The stock at present, in firrt hands, consists of 660 casks, principally Russian pot ashes.

*Candles.*—The export of stearine wax candles to the Australian markets has amounted fully to 31,000 boxes. Prices have not materially changed during the year, the best shipping qualities of the principal marks : *Brandon*, *Gonda* and others, are now quoted 22/6 f. o. b. per box of 25 packets, weighing 16 ounces full nett weight.

*Coffee.*—An animated and almost uninterrupted demand has prevailed in our coffee market during the greater part of the year, and prices have gradually but steadily advanced from 77/2 the opening price, to 79/9, being the established rate in the autumn sale for good ordinary Java.

The Trading Company's public sales last year consisted of 920,200 bags, Java and Padang coffee, which have met with a most favourable result, and the prices established in the spring and autumn have as usual been considered the standard value for subsequent transactions in the leading coffee markets.

The depression in some of the principal articles of colonial produce these last two or three months has likewise, in some measure affected the coffee market, the demand having of late been much restricted an inactive, so that in order to effect sales, holders have been compelled to accept lower rates. In spite of this temporary check however, a favourable opinion is generally entertained as regards prices during the next spring, based upon the reduced stocks in second hands, an increasing consumption in most countries, a partial failure of the Java crop. Prices of good ordinary Java are therefore most likely to open this year with the last autumn sale rate of 45½ cents.

The total quantity imported into Holland during 1862 has consisted of 1,140,900 bags, East India, and 69,600 bags, West India coffee, against 1,041,600 bags, East India, and 56,600, West India, during 1861. The stock of all descriptions in this country on 31st December last comprised 406,600 bags, against a total of 354,000 bags at the same date of 1861.

*Cotton.*—The movements in the cotton trade, and the considerable and frequent fluctuation of prices in the leading markets during the past year, have been narrowly watched by the trade here. Prices have followed as closely as possible all the variations of the Liverpool market, but this extent of the transactions, owing to the greatly diminished supplies, has naturally been very limited when compared to the business of preceding years.

The total imports into this country comprised 39,290 bales of all sorts, against 108,717 bales during 1861, and the stock in first hands on the 31st ultimo only amounted to 2,860 bales East India Cotton. Holders now demand 1/6½ to 1/7½ for good middling to fair dhollerah.

*Dyewoods.*—The imports of last year of dyewoods, especially of St. Domingo and Jamaica, Campeachy, were in excess of former years. About 5,200 tons were disposed of at fluctuating rates, varying from 7*l.* 7*s.* 6*d.* to 5*l.* 11*s.* 9*d.*; 460 tons Laguna found purchasers at 9*l.* 16*l.* 9*d.* to 10*l.* 14*s.* 9*d.* Sapan and other woods were much neglected. The stock of all kinds in this market comprises 844 tons.

*Geneva.*—Some of the Dutch distillers still suffer from the almost complete stagnation of the export business to the American States, but on the other hand the transactions with the Australian colonies during last year have increased to an unprecedented extent, and judging from the charters recently closed, are not likely to undergo any material reduction for the present year.

The export to Melbourne and Sydney has not been less than 390,000 red and 11,000 green cases, equal to about 1,400,000 imperial gallons, against a total of about 600,000 imperial gallons during 1861. The principal and most favourite brands J. D. K. and Z., Key, and others can be shipped at present at from 8/ to 8/3 f. o. b. per case of 15 bottles of 3½ imperial gallons. Strength 18 under proof.

*Hides.*—Prices of all kinds have generally ruled very low, and the transactions last year must have entailed a considerable loss on importers. The year has closed with an unusual depression, and a considerable reduction in value of all descriptions. Notwithstanding a desire evinced by holders to meet buyers freely, there has scarcely been any transaction of late. There have been imported into our port 128,487 hides of all sorts, and the stock in first hands amounts to 61,245 hides.

*Indigo.*—The Trading Company sold in their periodical sales last year a quantity of 4,217 chests Java indigo, representing a quantity of 3,605 peculs, whilst the imports of the private trade into Holland amounted to 1,920 chests. The stock held by the Trading Company on the 31st ultimo amounted to 1,346 chests, and that of the private trade to 841 chests Java indigo. The course of prices during the past year has been rather irregular, the middling, fine, and finest qualities generally fetching very high prices, and out of proportion to the inferior, and especially the hard descriptions which proved difficult of sale. Since the last Company's autumn sales the demand has been greatly restricted, and prices have much declined, owing to the unsatisfactory result of the late public sales in London, consequent upon the advices of a fair average crop in Bengal, and principally on account of the general standstill of the cotton manufactories in most countries.

*Oils.*—Our market has, during the past year, been supplied with 3,800 vats South Sea Whale, which have found eager purchasers at continually advancing prices, viz., from 36*l.* 12*s.* to 39*l.* 15*s.* of palm oil, there has been imported a quantity of 1,560 tons, against 1,401 tons during 1861. The stock in importers hands consists of 516 tons, prime quality is at present worth 39*s.* 3*d.* Of cocoa nut oil and other kinds the transactions have been very limited.

*Rice.*—The highly favourable outturn of the grain crops throughout Europe, coupled with the abundant yield of the potato crop in this as well as in other countries, has left the article of rice almost totally unnoticed for the greater part of the year. Notwithstanding a heavy decline in prices, our market has continued excessively dull, the year closing with little prospect of any improvement for a considerable time to come.

The imports have amounted to 464,300 bags East India, against 701,600 bags in 1860, whilst the stock comprises 49,600 bags, against 72,900 bags on 31st December, 1861.

In the absence of Carolina rice, Java table has occasionally been in good request, and for fine quality fair prices could be still commanded.

*Spices.*—The Trading Company's annual spice sale, comprising 2,362 casks nutmegs, 503 casks mace, 390 casks cloves, and 1,997 packages cinnamon, was held on the 21st August last, when the following prices were established: nutmegs, No. 1, 11¾*d.* f. o. b., mace, D. 11¾*d.* f. o. b., and cloves, No. 2, 4½ f. o. b. Java cinnamon fetched from 11*d.* to 1*s.* 2*d* f. o. b. The price for nutmegs was the lowest ever paid, being still 1*d* below the sale rate of 1861.

Since the Company's sale there has been little inquiry for any spices, and as stocks are exceedingly heavy, and consumption decreasing, prices must still be expected to go lower. The Company's fresh stock consists of 1002 casks nutmegs, and 742 casks mace, which is not above previous years, but the stock of old spices, held on Company's warrants is annually increasing, and amounted on 1st instant to 4,935 casks nutmegs, 1,338 casks mace, and 3,089 casks cloves, 21,900 bags of pepper were imported last year, and fetched from 3½*d.* to 4*d.*

*Sugar.*—Of all the principal articles of colonial produce, sugar has in the course of the year undoubtedly suffered most in value. Prices have been constantly retrograding with scarcely even a temporary amendment. The demand has generally been limited and inanimate, and buyers have been extremely cautious to operate beyond immediate wants. The present prices, contrasted with those of last year, show a decline of 3/6 per cwt. on the brown and yellow, 1/9 to 2/3 on the grey, and from 1/3 to 1/8 on the white Java descriptions.

The prospects for the present year are far from being encouraging. Stocks of colonial sugar everywhere are unusually large; the advices from the colonies concur in representing the crops in general to have turned out well, whilst the beetroot crop in France and Germany is likely to yield from 50 to 60,000 tons in excess of the large crop of the previous season.

On the other hand the consumption of sugar in all countries is steadily increasing, but it is doubtful whether this is to a sufficient extent to warrant an improvement or even the maintenance of present prices, low as they already are. Refined sugar has fully participated in the heavy decline of the raw article. Middling crushed, which this time last year fetched 32/3 f. o. b. cannot now be quoted higher than 30

The total export of refined is on a par with the preceding year, having amounted to 64,500 tons. The present new drawback system in France has given an unusual impetus to the export of refined sugar from that country, greatly to the prejudice of the Dutch and English refiners.

*Tea.*—The quantity of China and Java tea imported into Holland last year, reduced to whole chests, amounted to 49,440, against 58,500 chests during 1861.

Very satisfactory prices have generally been paid throughout the year, and the sales effected have cleared the whole available stock in first hands, there being only left 850 chests China tea imported by our dealers from London in order to supply their exhausted stocks.

The "Crouch Brothers" with a cargo of 5,130 packages teas from Foochow intended for this market is making a very long passage. Her arrival is looked forward to with much interest by our trade, who are greatly in want of fresh teas.

*Tin.*—The annual sale of Banca tin on the 25th June last, comprising 155,193 slabs, established an average value of /67¾ = 115/9, f. o. b., which was again a much higher figure than had been anticipated, as the article had experienced a marked decline, and buyers had withdrawn their orders, previous to the sale. As the competition at these sales, however, is so great and general, and as some of the principal operators have an interest in seeing prices rule high, the result is usually a disappoint-

ment to the trade. The consequence has been a very languid business subsequently, at prices fluctuating below and above the Company's sale rate, say at from 114/ to 121/ f. o. b., the year closing with a nominal price of 118/6 f. o. b.

*Tobacco.*—A very spirited and unabated demand has been experienced throughout the year, and prices, owing to the protracted American war, have materially advanced. The transactions have been on a large scale, but of late holders of American tobacco have kept out of the market in the expectation of a still higher range of prices during the present year.

The sales last year consisted of 22,415 hogsheads American tobacco, 76,600 packages Java, and 12,200 packages of various descriptions, leaving a stock in first hands of 3,796 hogsheads United States tobacco, 3,900 packages Java, and 4,800 packages of other sorts.

An important measure has been been brought forward by the government and sanctioned by both chambers, which proposes to construct a canal for facilitating the approach to Amsterdam, at present so tedious and difficult for large vessels; and at the same time to improve the navigation of the Maise for vessels of a considerable draught.

The railways, as pointed out in previous reports, which are being constructed by the Government are progressing favourably.

By the reports lately issued by the Colonial Department, it appears that the value of the imports sent home on Government account amounted to about 4,999,436*l.*, which after deducting expenses, &c., left a balance in favour of the national exchequer of about 1,982,455*l.*

Rotterdam, February 7, 1863.

# NEW GRANADA.

## PANAMA.

*Report by Mr. Consul Henderson on the Trade of Panama for the year 1861.*

*Shipping and Navigation.*—The maritime trade of Panama is carried on by lines of steam packets arriving and departing at stated times, and by occasional sailing vessels, which latter constitute but a small proportion of the tonnage.

Of the former, three British steamers per month communicate with the ports in the South Pacific, three American steamers with the west coast of Mexico and California, and two, also American, with the Pacific ports of Central America. These lines connect, by means of the railway across the isthmus, with the packets on the Atlantic, arriving at Colon (Aspinwall), from Southampton and the West Indies, Liverpool, and New York.

The coasting trade is open to the flags of all nations, but is insignificant.

The steam packets anchor off islands in the Bay of Panama, where they have depôts, and communicate with the railway pier near the town by means of small steam tenders. Other vessels, owing to the great rise and fall of the tide, about twenty-two feet, are compelled to anchor in the open bay from one to two miles off the town. The anchorage is safe, and storms are of rare occurrence. Lights or lighthouses do not exist, nor are there any port regulations beyond one, imposing a tonnage tax on vessels, of two shillings per ton on sailing vessels, and one shilling per ton on steamers. The United States' Government contend that this tax is illegal, and do not permit it to be levied on American vessels.

*Trade and Commerce.*—Panama, as well as Colon, on the Atlantic terminus of the railroad, is a free port, and no Custom-house or other regulations or supervision are maintained in regard to the exports or imports. No official statistics exist in consequence, and the only reliable information regarding commerce is that derived from an extremely meagre statement, which is given below, obtained from the Panama Railroad Company. This statement does not distinguish goods in transit, probably nine-tenths of the total amount, from those imported to, or exported from Panama, itself; nor does it explain the names of the articles of produce and merchandize passing over the line, but simply their classification, which is explained, however, in the Table which follows the statement.

STATEMENT of the Total Traffic over the Panama Railroad for the year 1861.

| Classification | From Colon to Panama | From Panama to Colon | Total. |
|---|---|---|---|
| Passengers ..... No. | 20,049 | 10,920 | 30,969 |
| Mails..... lbs. | 396,926 | 87,418 | 484,344 |
| Special Freight, viz.:— | | | |
| Gold ..... dolls. | .. | 39,310,125 | 39,310,125 |
| Silver..... „ | .. | 14,550,832 | 14,550,832 |
| Jewelry ..... „ | 458,907 | .. | 458,907 |
| Baggage..... lbs. | 91,513 | 157,195 | 248,708 |
| Coal..... „ | 37,183,340 | .. | 37,183,340 |
| Miscellaneous ..... „ | 5,545,280 | 1,497,059 | 7,042,339 |
| Do..... feet | 200,598 | 10,572 | 211,170 |
| Express do..... „ | 12,197 | 27,322 | 39,519 |

Statement of total Traffic—*continued.*

| Classification | From Colon to Panama | From Panama to Colon | Total. |
|---|---|---|---|
| First Class Freight..... ,, | 467,018 | 8,578 | 475,597 |
| Second do.....lbs. | 395,564 | 1,825,697 | 2,221,261 |
| Third do. ..... ,, | 1,341,174 | 1,604,488 | 2,945,662 |
| Fourth do. ..... ,, | 8,002,349 | 1,766,510 | 9,768,859 |
| Fifth do. ..... ,, | 388.090 | 5,151,480 | 5,539,570 |
| Sixth do. ..... ,, | 73,797 | 54,713 | 128,510 |

## Classification and Rates of Freights by Panama Railroad.

*Price of Passage through, $25 ; Children under 12 years, half price ; under 6 years, quarter ditto.*

SPECIAL RATES OF FREIGHT.

Acids—Muriatic, Sulphuric and Nitric, 5 cents per lb.
Baggage—Passengers' (50lbs. free) 5 cents per lb.
Carriages, 20 cents per cubic foot.
Coal, $5 per ton of 2,240lbs.
Cocoanuts, $1 per hundred.
Cattle, at Owners' risk, ordinary trains, over eight, $5 each.
Cattle, ditto, ditto, under eight, $7 each.
Cattle, steamer trains, Owners' risk, special agreement, $25 each.
Coke Coal, $7 per ton of 2,240lbs.
Cartridges, with balls, 5 cents per lb.
Copper Ore, in bags, three-eights of one cent per lb.
Demijohns, 50 cents each.
Dye Woods, $7 per ton of 2,240lbs.
Express Freight, by steamer trains, $1 80 cents per cubic foot.
Furniture, such as tables, chairs, bureaus, bedsteads, glass-shades, &c., 25 cents per cubic foot.
Gunpowder, separate cars, 5 cents per lb. net.
Gold in dust, coined, or manufactured, one quarter per cent. on value.
Hides, 15 cents on each.
Horses, at Owners' risk, steamer trains, special agreement, $40 each.
Horses, on other than steamer trains, $20 each.
Jewelry, one quarter per cent. on value.
Lumber—White Pine, $10 per M.
,, Yellow ditto, $12 per M.
,, Oak, $15 per M.
,, Cedar and Mahogany, $15 per M.
Mules, at Owners' risk, special agreement, $20 each.
Oil, whale and palm, towards the Atlantic, 4 cents per gallon.
Patent Fuel, $5 per ton of 2,240lbs.
Pitch, $1 per barrel.
Platina, three-eight per cent. on value.
Poultry—Chickens, 75 cents per dozen; Turkeys $1 50 cents per dozen.
Precious Stones, three-eights per cent. on value.
Quicksilver, 50 cents per iron flask.
Rosin, $1 per barrel.
Shingles, $3 per M.
Silver in bar, coined or manufactured, three-eights per cent. on their value.
Silver Ore, one-half per cent. on value.
Swine, at Owners' risk, $2 each.
Sheep, at Owners' by passenger trains, $12½.
Tin Ores, three-eights of one cent per lb.
Tar, $1 per barrel.

CLASSIFICATION OF FREIGHT.

First Class Freight, comprising Merchandize, in boxes and bales, but not otherwise enumerated, 50 cents per cubic foot.
Second Class Freight, as per description annexed, one and half cents per pound.
Third Class Freight, ditto, ditto, one cent per pound.

CLASSIFICATION OF FREIGHT—*continued.*

Fourth Class Freight, as per description annexed, three quarters of a cent per pound.
Fifth ditto, ditto, ditto, ditto, ditto, half a cent.
Sixth ditto, ditto, ditto, ditto, quarter of a cent per ditto.

All Articles not specially named to be assimilated.

FIRST CLASS—50 CENTS PER CUBIC FOOT.

Books, boots, bonnets, cinnamon, clothing, cigars; Cards (playing), Casiate Lignea, caps, drugs; Dry goods, not elsewhere enumerated; Eau de Cologne, essential oils, essences; Flannel, fire-works, furs, not otherwise enumerated, feathers; Glassware, fine, stained, and plate, at owners' risk; glasses (looking), at owners' risk, gloves; Hats, fur or felt, and of Guayaquil or Panama straw; harness, hosiery; Light goods, not elsewhere specified; Medicines, millinery, matches, musical instruments; Oil cloth, organs; Paper hangings, paper, writing and printing, pianos, perfumery, percussion caps, peltry, not elsewhere specified, porcelain and china ware, fine paintings and engravings; Silk, stationery, shoes, saddlery, statuary, at owners' risk; Toys and fancy goods.

SECOND CLASS—1½ CENTS PER POUND.

Almonds, anchovies, aniseed; Balsams, beeswax, baskets, Britannia ware, brandy; Cordials, carpeting, chocolate, cochineal, corks and cork wood, chandeliers, at owners' risk, clocks, confectionery; Eggs; Firearms, fruits (dried); Groceries, not elsewhere specified; German silverware; Indigo; Lamps (ornamental); Mattresses, mustard; Nuts, not elsewhere specified; Preserved meats and fruits, plated goods; picture frames, platform scales; Spices, straw for manufacturing, soap, (fancy), sardines; Tea, tremails, tobacco (manufactured); Tortoise shell, trees and plants in mats; Varnish, in tins, veneers; Wooden ware.

THIRD CLASS—1 CENT PER POUND.

Brooms, brushes, balsam of copivi, bark, blankets; Candles, cutlery; Gravestones; Hay, in compressed bales; Liquors, leather, dressed; Nails, copper and brass; Oil (towards Pacific); Ornaments of stone, clay, marble, alabaster; Paints, dry in oil; Sarsaparilla, spirit of turpentine; Tin ware, type, tubing, copper and brass; Tobacco (unmanufactured) tacks; Wool of Alpaca or Vicunia; Whalebone, wine in baskets and boxes.

FOURTH CLASS—¾ CENTS PER POUND.

Ale, agricultural implements; beef, butter, blacking, bacon in casks, borax, bread, bottles (empty) burlaps; Cheese, cider, copper sheathing and spikes, castings of copper, brass or bronze, cotton waste, crackers; crockery, not elsewhere specified, cotton, in compressed bales, copperas; Deer skins, in bales domestics, dowlas; Earthenware in casks or crates; Fish, flour, felt (for sheathing); Grindstones, glassware (coarse), window-glass, &c., Goat skins, in bales; Hams, in casks, hardware, herrings, hoops, of wood or iron, hollow ware (iron) hemp; hemp, manufactures such as canvas, osnaburgs and bagging, hats, coarse country straw or palm leaf; India-rubber; Lard; Machetes, meal, millstones, machinery, molasses, mats, matting moulds and pans; Oakum, oats, orchilla weed; Pork (salt), porter, potatoes, pickles: Rice, rope; Sheep skins, in bales, stoves, sugar, steel, in bars and bundles, salt, soap (common) sago, shot (in bags), safes (iron), seeds, shovels, spades, screws, soda water, Syrups, sugar mills; Tea, towards Atlantic, tallow, tool handles, twine; Vegetables, vinegar, vices (iron); Wool of sheep, window glass, wire, (brass and copper), wine in wood; Yarn (of cotton), Zinc, in sheets.

FIFTH CLASS—½ CENTS PER POUND.

Anvils, anchors; Bananas, beans; Copper, in bars, cannon, cables (iron), cocoa, coffee, cannon balls and shot (iron), crowbars, corn (Indian); Fruits of the Isthmus, not otherwise enumerated; hollow shot; Ice, in quantity, iron (old), hoop iron, iron castings (not machinery), sheet iron, iron in bars, iron cables, iron tubing, iron boiler plates, iron bars and pipes; Lemons, limes, lead, in pig, sheet, and pipes; Nails (iron); Oranges, old junk (rope); Pearl shells, in sacks, plantains, peas; Spikes, iron; Whiting, zinc, ingots.

SIXTH CLASS—¼ CENT.

Borate of lime, brick, cement, iron, in pigs, lime; Guano in bags; Marble, for building purposes, including flooring tiles, and paving; Nitrate of soda, in bags; Stone, for building purposes, including paving-stones.

The value of merchandize and produce in transit can only be ascertained at the ports of shipment and destination. As regards the trade of Panama, the exports of 1861 consisted of about 1,200 tons of pearl shells, valued at £12,000 sterling, pearls to the value of £25,000, and a small quantity of hides, sarsaparilla, and caoutchouc. The import trade may be roughly estimated for that year at £80,000, and consisted of British cotton goods; American lumber and hardware; French silks, fancy goods, and wines; ready-made clothes and groceries, from the three countries; and flour from the United States and Chile.

Although free from duties, these imports generally maintain a market-price of nearly double their original cost, owing to the high railway freight, the expensiveness of house and store rent, and the destructive nature of the climate.

No banks exist at Panama. The rates of exchange vary according to the greater or less demand for bills. The par of exchange on England is five Granadian dollars, equal to twenty-five francs, per £ sterling, to which a premium of from one to three per cent. is sometimes added for bills on England. American gold maintains a premium of from 4 to 5 per cent. on native currency.

The money, weights, and measures, are by law based on the French Decimal System.

*Agriculture.*—This branch of industry is in a very backward state on the isthmus, and is only carried on for the supply of the home markets. Maize, sugar, and a small quantity of coffee and cotton, are produced. Landed proprietors principally turn their attention to the breeding of horned cattle, for which the country is very well adapted, and which leaves a clear profit of 15 per cent. per annum. Sugar-growing is even more profitable, but requires a comparatively larger outlay of capital, and is more dependant on the precarious supply of labour.

*Population and Industries.*—The population of the town of Panama is estimated at 12,000 inhabitants; that of the isthmus at 150,000. The people in the interior are principally employed in agricultural pursuits: those of the town are either shopkeepers or are dependent on the railway traffic for employment. No mining operations or factories exist on the isthmus.

*Public Works.*—No works under this head exist, or are in contemplation, if the railway across the isthmus, from Colon to Panama, which has been fully described in previous reports, is excepted.

*General Remarks.*—No improvement can be noted in the social, industrial, commercial, or political condition of the isthmus. It has now become involved in the civil war going on in the interior of the republic, which will no doubt greatly retard its development and prosperity. The railway transit across the isthmus, which is the only subject of vital interest to foreign commerce, is, however, fully guaranteed and protected by the United States' Government, and is in no way interrupted or affected by the revolution.

Although the railway statistics have shown a gradual decrease in passenger traffic with the falling off of emigration to California, the carriage of merchandize to all the ports on the Pacific, has steadily increased, and when the present high rates of freight are reduced, will almost entirely supersede the trade round Cape Horn, and will not probably be affected, in regard to the transit of merchandize, by any new route which may be established across Central America, over which it must always possess many advantages.

Passengers may perhaps be diverted from the isthmus when other

means of communication exist, in consequence of the almost universal impression of the unhealthiness of the climate. This impression is entirely erroneous, and it would be well, so long at least as no choice exists, if it were removed. No epidemic maladies, and no diseases beyond those common in the most healthy countries, are known at Panama, with the exception of a light class of intermittent fever, which, though extremely injurious to foreign constitutions in combination with the debilitating effects of a tropical climate, only takes root after a certain term of residence, and is perfectly innocuous on those merely passing through or making but a short stay on the isthmus.

The immense importance of the Panama Railroad to the trade between Europe and the United States and the ports on the Pacific, is apparent from the great increase in the commercial activity of those ports since its establishment; and its usefulness is likely to become vastly increased in proportion as the facilities it already affords are duly appreciated and taken advantage of, and those additional ones, which it will doubtless be compelled and willing to extend to commerce, are carried into effect.

Panama, July 31, 1862.

# OLDENBURG.

*Report by Mr Vice-Consul Köppen on the Trade of the Grand-Duchy of Oldenburg for the year* 1862.

The trade of this Grand-Duchy continues generally improving and shows a steady gradual increase, but has in the course of the year not afforded any subject for new and interesting communications.

The chief import articles consist of:—

| | |
|---|---|
| Cotton Twist, Cotton, Cotton Ware | Chiefly British and direct and partly from Hamburg and Bremen. |
| Coals, Cinders | From England. |
| Pig Iron | From England. |
| Bar Iron, Hoop Iron, Iron Ware of all descriptions, Machinery, &c. | Chiefly from Great Britain. |
| Coffee | From Bremen, Hamburg and Holland. |
| Sugar, Molasses | From Bremen, Holland, Belgium, and partly from England. |
| Rice | From Bremen chiefly. |
| Tobacco, Tobacco Stems | Principally from Bremen. |
| Wine, Spirits | From France, Holland, the Baltic, Bremen, and the Interior. |
| Deals, Planks | From Norway, the Baltic, and America. |

Quantities could not possibly be ascertained, and it can only be stated that—

| | | |
|---|---|---|
| Coals | about | 25,000 tons |
| Pig Iron | „ | 5,000 „ |
| Cotton | „ | 350 „ |

were imported from Great Britain.

The chief export articles were as usual:—

| | |
|---|---|
| Oats, Beans, Rapeseed, Barley | Principally to England and Holland, but quantities cannot be stated, the returns from the numerous small outports having as yet not been obtainable, they being at all times very difficult to procure, as no regular control is kept; Corn not being subject to any export duty. Considerable quantities are also exported to Bremen. |

The other export articles are:—

| | |
|---|---|
| Butter | Principally to Bremen. |
| Pork, Hams | To Hamburg. |
| Oil Cake, Bones, Cattle, Sheep, Horses | To England, Hamburg, Bremen, and the Interior. |

The quantities have, with exception of the three last-mentioned, not been ascertainable, nor the tonnage of British vessels, which partook in the export trade. The exportation of live stock to England has amounted this year to 3,204 head of cattle and 73 sheep.

The interest in shipping has not increased this year, and the tonnage of Oldenburg vessels may still be computed at about 40,000

tons. The number of manufacturies has also not been augmented, and those for cotton ware are at present depressed by the consequences of the American war.

The port of Brake was visited this year by 433 vessels, 35 of which were British, of the measurement of 5,431 tons with 220 seamen.

The Greenland fishery has been reduced to one vessel, which brought home only 3,100 seals this year. This trade has from year to year proved less successful and is not likely to be extended again. The herring fishery will also not be recommenced, only one small vessel being as usual sent to Scotland buying and curing the fresh herring there, having brought home 221 barrels this year. Three vessels were employed in the South Sea fishery, of which the result is as yet unknown.

In the building of the Prussian Marine Harbour on the Jahde considerable progress has been made this year, but there is no prospect of its being completed in the next.

The public roads continue to be improved, but communications by railway are entirely wanting; but there is a prospect that something will be done in this respect in the course of next year. Other public works are at present not in contemplation.

Brake, January 3rd, 1863.

# PERU.

## ISLAY.

*Report by Acting-Consul Cocks on the Trade of Islay for the Year* 1862.

As previous Reports allude to many particulars in regard to the capacity and maritime features of Islay, it will only be necessary to advert to a few other matters which appear most important and desirable to be known in connection with the trade carried on here.

Islay, the port of Arequipa, is situated in latitude 17° S., and longitude 72° 10′ 15″ W.

As every master of a vessel arriving here is supposed to have in his possession Captain Fitzroy's "Sailing Directions for South America," in which may be found all that is necessary to be known with regard to this port, I must refer to that book for information as to anchorage, prevailing winds, maritime capacity of the port, &c.

I will just state, however, that the general anchorage is good; the bottom sandy; average depth of water from 12 to 13 fathoms. There is no bar, nor any shallows, in the bay whatever. The rise and fall between ebb and spring tide is about 4 feet. Ships usually moor in single anchor, with a stern kedge, lying in an open bay, distant about two cables' length from the shore. No danger need be apprehended from winds or currents, or other casualty whatever, when at anchor.

On steering into the bay, the proper course from the white rock is E.N.E. magnetic. There is no necessity for a pilot. In case of accident or damage, ships cannot be repaired here—they must go to Callao.

The port of Islay contains about 400 houses, constructed chiefly of wood, numbering 1,554 inhabitants, according to the last census; but no doubt it contains considerably more than that number. It has much increased within these few years, and is increasing daily. It has a church, two schools of primary instruction, and a post-office. It is important as being the chief port for the cities of Arequipa, Puno, and Cuzco, and their provinces.

A sub-prefect resides here, who is the chief magistrate of the place, and who has the supreme control over the port.

The Administrador, or Superintendent of the Custom-house, regulates commercial matters. He has his offices in the Custom-house, situated contiguously to the mole. He is assisted by a considerable body of Custom-house officers.

Islay is said to be the healthiest place on the coast, and is much resorted to in the months of September and November, by the inhabitants of Arequipa, for the purpose of bathing. The great distance, however, from the various towns, and the bad roads, tend to hinder many from profiting by this source of health.

There has been a considerable improvement in the mole, which is now finished. It has been much enlarged, stairs made for the landing of passengers, cranes erected for the hoisting of goods, and lamps placed conspicuously as a guide for ships at night.

Ships are unloaded into lighters at a charge of two reals per package of 150 lbs.; the goods are then hoisted on to the mole, at a charge of $3* 1 real for every 100 packages of 150 lbs. weight each; afterwards carried by the cargadores, or porters, on their backs, to the Custom-house store, a distance of about 150 yards, up a steep ascent, called the *Subida*, for which 1½ reals the 150 lbs. are charged. Being placed in the Custom-house store, they are taken out by the merchants when required, and

* A dollar is equal to 38*d.*, the present rate of exchange here. There are 8 reals to a dollar; a real, therefore, is somewhat less than 5*d.* English.

surveyed. This taking out entails another charge of 1½ reals per package of 150 lbs., called the *sacada;* they are then passed to the different warehouses of the merchants, called the *pasada*, ½ real each package of 150 lbs.

By constructing a machine to be worked by steam, or even mules, and placing it on the summit of the ascent from the mole, and thus draw up the goods in a wagon, much of this labour, time, and expense would be saved. A project of the kind was in contemplation; but since the railroad has been resolved on, the track for which runs hence along the coast northwards, towards a place called Mejia, close to the sea, and about seven leagues distant, Mejia, it is conjectured by many, will be the port eventually for disembarkation, and Islay will be comparatively abandoned ultimately. On this account it is, in some measure, that improvements are not being so actively carried on as they otherwise would be.

Another desirable improvement is that the Plaza should be levelled. The warehouses, for the most part, are situated around, or in the neighbourhood of, the Plaza, which presents very rocky, uneven ground; by levelling this, and constructing tramways, or paving it, so that barrows might be employed instead of mens' shoulders, or by adopting some similar means of transport, the charges, labour, and loss of time would be considerably lessened.

*Freights.*—The freights for Liverpool are at present 6*l.* per ton, for wool and bark, and 5*l.* per cent primage, or 6*l.* 0*s.* 10*d.* in full. A considerable quantity of wool and bark hitherto exclusively shipped in sailing vessels, is now sent by way of Panama, in Panama Steam Navigation Company's steamboats. The freight is much higher, but the great advantage gained in point of time in particular states of the market is considered to be an equivalent.

*Ballast.*—The charge for every ton of ballast is $1 2 reals, using the ship's boats and crew; where, however, the ballast men use their own boats, and find labour, the charge is from $2 4 reals to $3 per ton. It may always be a matter of agreement between the captain of the ship and the ballast-men which course shall be adopted.

Brokers, who make charter parties, should be careful to ascertain the regulations and mode of working at this port. Disputes often arise between the captain of the vessel and the consignees, or their agents, in regard to demurrage. The consignees throw the blame of delay upon the authorities, who, in their turn, state they are unable to proceed quicker consistently with a careful unloading of the vessels. At this port rarely more than two small lighters are sent off to the ship in the course of the day, and sometimes only one. At about eleven the lightermen have finished unloading, so that the remaining part of the day is comparatively lost to the ship. The mole is still small. The porters are occupied the rest of the day in conveying the goods to the Custom-house store, to make room for more. The average time for unloading a vessel here is from three to four weeks—oftener four, discharging cargo only. In Valparaiso, and even in Arica, a neighbouring port, ships are discharged with much greater despatch.

The mate only keeps an account of the cargo discharged from the ship. Packages put into the lighter are often broken or injured in it, or whilst being placed upon the mole; hence, complaints are brought to this effect, "Received in bad condition." Moreover, goods are not always allowed to be put on the mole—it is said for want of room, but are required to be kept in the lighter all night, thus exposing them to considerable risk of being stolen. Claims are, in consequence, frequently made upon the captain by the consignees or their agents, for damage done to, or for things pilfered from the packages; the captain, although not properly

responsible, is so in a measure, as he holds no receipt for the number of packages sent off, or a statement as to their condition, either from the lightermen or agents. The remedy for this state of things would be for the agents, or the Superintendent of the Custom-house, to send a clerk on board to keep an account, jointly with the mate, of the packages taken into the lighters, and of their state and condition, and to give a receipt accordingly. By adopting such a course, much irritation and injustice to the captains would be avoided. Efforts will be made to remove these and similar evils, and, it is hoped, not without effect.

*Porters.*—The earnings of the porters, of which there are thirty in number, are considerable, averaging not less than $3 per diem, and an active man can earn $4 and $5. Notwithstanding, there was an attempt made some time since to increase the charge of porterage on packages, and the men refused to work until the additional charge was allowed. Representations being made in the proper quarter, an order was sent from Arequipa that they should be forced to work at their present pay.

*Agents.*—Owing to the distance of Arequipa, merchants residing there are obliged to employ agents at this port, through whom the whole of their business here is transacted. There are about seven of them. It is their duty to see to the loading and unloading of vessels, to receive the exports, and despatch the imports to Arequipa, and generally to do all matters pertaining to commerce. They also trade on their own account, but not to any very great extent.

*Consuls.*—Besides Her Majesty's Consul, a Consul for His Majesty the King of Prussia has been appointed at Arequipa, and also for the city of Hamburg; they are both united in a merchant of Arequipa, Mr. Edward Harmsen.

*Water.*—The price of water for ships, which formerly was 4 reals, has been augmented to $1 per ton.

The rule in loading vessels here is :—

1st. Bark (14 serrons to a ton).

2nd. Alpaca wool.

3rd. Wools of most value (33 bales to a ton).

The following are the current prices of articles at this port :—

| | | $ | r. | | $ | r. |
|---|---|---|---|---|---|---|
| White Sugar .. .. | per arroba (25 lbs.) | 3 | 6 | to | 4 | 0 |
| Rice, superior .. .. | per quintal (100 lbs.) | 11 | 0 | | | |
| „ inferior .. .. | „ „ | 10 | 0 | | | |
| Almonds, Chilian .. | „ „ | 32 | 0 | | | |
| „ Spanish .. | „ „ | 40 | 0 | | | |
| Ale .. .. .. | per dozen .. | 5 | 0 | | | |
| Porter .. .. .. | „ .. | 5 | 0 | to | 6 | 0 |
| Cócos .. .. .. | per quintal .. | 8 | 0 | | | |
| Vermicelli, fine.. .. | per box (25 lbs.) | 3 | 6 | | | |
| French Beans .. .. | per arroba .. | 4 | 0 | | | |
| Flour .. .. .. | per quintal .. | 7 | 7 | | | |
| Hams, Westphalia .. | per lb. .. .. | 0 | 5 | | | |
| „ American .. | „ .. .. | 0 | 3 | | | |
| French soap .. .. | per quintal .. | 26 | 0 | | | |
| Lard, North American.. | „ .. | 27 | 0 | | | |
| Pepper .. .. .. | „ .. | 24 | 0 | | | |
| Candles, sterine .. | per box of 25 packets | 11 | 0 | to | 11 | 4 |
| Tallow .. .. .. | per arroba .. | 8 | 6 | | | |

Freights to Arequipa, $5 4 reals and $6, ordinary mule load. Exchange upon London, 60 and 90 days sight, 40½*d.* to 41*d.*; Valparaiso, 15 per cent; Lima, 1 per cent.

With a view to a clearer apprehension of the state of things here, and

their bearing and influence upon the progress of commerce generally, I have thought it not irrelevant to give a short account of—

*Geographical Limits, &c.*—The department of Arequipa has for its boundary, to the north, the department of Yea and Ayacucho; to the south, that of Moquehua; to the east, those of Cuzco and Puno; and to the west, the Pacific Ocean.

The department of Cuzco—to the north, that of Ayacucho; to the south, that of Puno; to the east, an unknown mountainous country, called the Pampas of Sacramento, which extends to the empire of Brazil; and to the west, the departments of Arequipa, and south part of that of Ayacucho.

The department of Puno is bounded on the north by that of Cuzco; on the south, by part of that of Moquehua, and the republic of Bolivia; on the east, by the Pampas of Sacramento; and on the west, by that of Arequipa, and part of that of Moquehua.

The territorial divisions of the three departments are :—

DEPARTMENT OF AREQUIPA.

| Provinces. | Number of Inhabitants. | Districts. | Capitals. | Geographical Situation with respect to Arequipa. |
|---|---|---|---|---|
| Arequipa.. .. .. | 53,334 | 16 | Arequipa | |
| Caylloma.. .. .. | 18,883 | 17 | Caylloma | To the N. |
| Camana .. .. .. | .. | 6 | Camana | „ N.W. |
| Islay .. .. .. | 1,554 | 3 | Islay | „ W. |
| Mages .. .. .. | .. | 7 | Aplao | „ N. |
| Condisuyas .. .. | 12,448 | 5 | Chuquebamba | „ N. |
| La Union .. .. | .. | 10 | Cotahuasi | „ N. |
| Total .. .. | 86,219 | 64 | | |

DEPARTMENT OF CUZCO.

| Provinces. | Number of Inhabitants. | Districts. | Capitals. | Geographical Situation with respect to Cuzco. |
|---|---|---|---|---|
| Cuzco .. .. .. | Imperfectly known. | Imperfectly known. | Cuzco | |
| Abancay .. .. .. | | | Abancay | To the W. |
| Aymaraes. .. .. | | | Chalhuanca | „ S.W. |
| Cotabambas .. .. | | | .. | „ W. |
| Chumbirileas .. .. | | | Santo Tomas | „ S.W. |
| Urubamba .. .. | | | Urubamba | „ N.E. |
| Auta .. .. .. | | | Auta | „ W. |
| Calca .. .. .. | | | Calca | „ N.E. |
| Convencion .. .. | | | .. | „ N. |
| Paucartambo .. .. | | | Paucartambo | „ E. |
| Parwro .. .. .. | | | Parwro | „ S. |
| Quispicanchis .. .. | | | Quispecanchis | „ S. |
| Canas .. .. .. | | | Canas | „ S. |
| Canchis .. .. .. | | | Canchis | „ S. |
| Acomayo.. .. .. | | | Acomayo | „ S. |

DEPARTMENT OF PUNO.

| Provinces. | Number of Inhabitants. | Districts. | Capitals. | Geographical Situation with respect to Puno. |
|---|---|---|---|---|
| Puno .. .. .. | Imperfectly known. | 8 | Puno | |
| Huancané . .. .. | | 7 | Huancané | To the E. |
| Chucinto .. .. .. | | 12 | Juli | „ S.E. |
| Lampa .. .. .. | | 12 | Lampa | „ N.E. |
| Azangaro. . .. .. | | 10 | Azangaro | „ N. |
| Carabaya .. .. .. | | 5 | Crucero | „ N E. |
| Total .. .. | .. | 54 | | |

*Authorities.*—Each department is commanded by a Prefect, who resides in the capital; the provinces, by a Sub-Prefect; the districts, by Governors of an inferior rank; and the minor villages, by Lieutenant-Governors.

*Judicial.*—In each capital of the departments there is a Superior Court, or Tribunal of Justice, composed of a Chief Judge, and four Assistant Judges (Vocales), and a Fiscal (Attorney-General). There are also three or more Judges of Civil Law, and an Agente Fiscal (Deputy Attorney-General). In each province there is a Judge of Civil Law, and in each district one or two Justices of the Peace.

*Religion.*—The religion in Peru is the Roman Catholic; no other is tolerated.

Each of the three departments is a diocese or bishopric. The Bishop resides in the capital, with his respective Chapter of Canons, Ecclesiastical Governors, Justice of the Peace, and Judges of his Court, &c. In each province there is a Vicar; in each district a Cura, or Parish Priest; and in the minor villages, a Deputy Cura, Curate, or Assistants.

In the city of Arequipa there are 3 monasteries; 4 convents; 1 beatorio, or house for the reception of pious women; 1 cathedral; 17 temples, large and small; House of "Recogidas;" a hospital for the clergy; 1 for the sick of both sexes; and an orphan asylum.

In Cuzco are found the same number of public buildings; 20 churches; 4 convents, and 5 large monasteries.

In Puno there are 3 temples only, and 1 hospital.

*Education.*—Public instruction has made little progress in this portion of Peru, except, perhaps, in the chief towns. In the comparatively isolated interior, not more than 2 per centum of the youth receive education. The sum of $250,000 was voted for public instruction in the year 1855, and I am not aware that it has been augmented since. Education in the chief towns is considered to be on a tolerably sound footing, particularly in Arequipa; but I must confess it appears to me very defective.

The youth of Arequipa are remarkable for their ability and love of science; it is to be regretted, therefore, that the essentials to a sound education are generally wanting there, obliging those parents who can afford the expense to send their sons to Europe. This town, notwithstanding, has produced most of the ablest men of which the Republic can boast.

The number of establishments of the three departments is as follows :—

| Provinces. | Colleges for Boys. | | Colleges for Girls. | | Schools of primary Instruction. | Universities. |
|---|---|---|---|---|---|---|
| | Private. | Paid by the State. | Private. | Paid by the State. | | |
| Cuzco .. .. .. | 2 | 1 | 1 | .. | 15 | 1 |
| Arequipa . .. .. | 5 | 1 | 2 | 2 | 24 | 1 |
| Puno .. .. .. | 2 | 1 | 1 | .. | 6 | 1 |
| Total .. .. | 9 | 3 | 4 | 2 | 45 | 3 |

In some of the capitals of the provinces there are also schools and colleges for boys and young men ; and in almost all the districts, schools of primary instruction, the greater part of which are supported, inadequately, indeed, by the State.

*Agriculture.*—In the department of Arequipa, and in those of Cuzco and Puno, this branch is followed with considerable success, regulated by the difference of climate, of which there are three distinct kinds, and the productions of which differ accordingly ; thus, between the borders of the sea and the base of the Cordilleras of the Andes (which extends from north to south, parallel with the coast, and to 30 leagues inland), as also in the territory "Tras Andino," or "Behind the Andes," to the east of the Cordilleras, it is hot ; temperate, in the territory which embraces the base and lower slopes of the Cordillera ; and cold in that which is found in the elevations of the Cordilleras.

The following Tables will show the products, climate, and topographical situation of all the provinces of the three departments :—

| Hot. | Cold. | Temperate. | |
|---|---|---|---|
| | | In the descent of the Cordillera, both sides, and in the immediate Plains. | |
| Between the Ocean and the West base of the Cordillera. | In the Cordillera itself. | To the West of the Cordillera. | To the East of the Cordillera. |
| Camana<br>Islay<br>Mages (in part)<br>Arequipa (part)<br>Caylloma (part) | Caylloma<br>Lampa<br>Azangaro<br>Puno<br>Huancané<br>Chumbivileas<br>Chucinto<br>Aymaraes<br>Colabambas (part)<br>Canas<br>Canchis (part)<br>Quispecanchis<br>Paruro<br>Acomayo (part)<br>Auta<br>Calca (part)<br>La Union (part) | Caylloma<br>Arequipa<br>La Union (part)<br>Condesuyos<br>Mages | Carabaya<br>Abancay<br>Paucartambo<br>Cuzco<br>Convencion<br>Canchis<br>Urubamba<br>Catabambas (part)<br>Acamayo (part)<br>Calca (part) |

In the eastern part, called "La Montana," the provinces of Caravaya, Paucartambo, and a portion of Convencion and Abancay only are found.

The products of these climates are the following:—

| In the Hot Regions. | In the Temperate. | In the Cold. |
|---|---|---|
| Wheat, maize, barley, beans, lucerne, hay. | Wheat, maize, barley, lucerne. | Barley, beans (various sorts). |
| *Roots.*—Potatoes, sweet ditto, racachas (kind of potatoe, no English name), yucas (also species of potato of different shape), radish, achuza (no English name, kind of sweet potato), carrots, beet-root, onion, garlic. | *Roots.*—Potatoes, racachas, radish, chauchas, carrots, beet-root, onion, garlic, artichoke. | *Roots.*—Potatoes, quinua (a seed of which the natives make a kind of dish like arrow-root), ocas, and some vegetables of bad quality. |
| *Vegetables.*—Cabbage, artichoke, lettuce, cauliflower, asparagus, wild amarynth, rape. | *Vegetables.*—Same as in hot climate. | |
| Rice, French beans, garbanzas (a kind of chick pea), pallares, or Lima beans, common pea, fauri (a kind of bean), canary seed, linseed, mustard, arnise, gourd, pumpkin. | French beans, fauri, linseed, gourd, pumpkin, &c. | |
| Cochineal, coffee, tobacco, sugar-cane, oil of olive, cotton, red pepper—different kinds. | Red pepper (large kind). | |
| *Fruits.*—Pine-apple, alligator pear, chirimoya, orange, limo, sweet lemon, acid ditto, citron, guayava, prune, peach, nectarine (large and small), melon, water ditto, fig, grape (various classes), plantain, strawberry, mulberry, date, cucumber, pacay (no English name, fruit grows in a pod like a bean, and is much esteemed), quince, apple, almonds, cherry, apricot, pomegranate, papaya (fruit of the papaw tree), cocoa-nuts, lucma (fruit with green shell, taste sweet), capuli (fruit resembling a cherry), camuesa (species of apple, rich quality), cuaresmillo (species of small peach), tuna (fruit of green aspect, oval figure, thorns on the shell, sweet and juicy taste), tumbo (fruit sweet and juicy, egg figure, subside yellow, inside red), granadilla (round figure, shell hard and solid, taste sweet). | *Fruits.*—Lucma, acid lemon, acid orange, grape, prune, pear, peach, nectarine, uvilla, mulberry, tumbo, quince, apple, almonds, cherry, apricot, papaya, capuli, cocoa-nuts, cuaresmillo, granadilla, camuesa. | |

This description of the fruits, &c., is not so perfect and intelligible as I could wish to make it. Many have neither English nor Spanish names, and some are not generally known, even to the natives themselves.

Besides the products distinctive of hot climates, many others are produced in the mountains Tras Andinos, but cascarilla, cacao, coffee, cayuilla, tobacco, and cocoa only are extracted.

The Tras-Andino territory extends on the east as far as the Empire of Brazil, and is said to be the richest and most beautiful part of Peru. Its fecundity is said to be prodigious. It is also remarkable for the variety of its products; little, however, of this immense territory is known. Numerous navigable rivers run through it—all entering into the great Amazon.

A short time since a company of young men of the city of Cuzco was organized, with the view of penetrating by the valley of Pancartambo, to explore the river called "Madre de Dios," for the purpose of establishing

a system of navigation thence to the Amazon, and to the Atlantic Ocean. Should they succeed, and a proper use be made of their efforts and discoveries, important agricultural and commercial results may be anticipated.

Rural or agricultural property is pretty equally divided amongst the inhabitants of this department, particularly in the neighbourhood of the towns, where land, of course, is more valuable. There are, however, estates of considerable extent, in the vallies on the coast, in which the vine, the sugar-cane, and rice are chiefly cultivated; also in the Cordilleras, in the upper altitudes, where the estates for breeding and growing cattle and sheep, &c., and there called estancias, are of great extent and value.

The condition of the agricultural labourer is not an unhappy one, for, besides his daily wages, most of them have some little property in land, and a house in which to live; and those who have not these, cultivate on rent a small piece of land, which the proprietor of the estates lets to them.

In the neighbourhood of Arequipa a labourer gains 6 reals to $1 per day; an overseer of the farm, $1; a labourer, with a yoke of oxen for ploughing, $2; an ass, 2 reals; a horse, from 4 reals to $2. In the valleys on the coast, and the other villages of the department, one-third less.

Landed property pays a small tax only—half yearly, known by the name of "Predios rusticos y urbanos."

The value of the land is as follows, by the topo, or 5,000 square yards (100 yards, English, are equal to 108 yards, Spanish).

In the environs of Arequipa it will realize, when sold, from $1,500 to $400; when rented by the year, from $100 to $20; in the valleys on the coast, from $600 to $200—40—10; in the environs of Cuzco, from $600 to $100—35—5; in the provinces of the temperate climate, to the west of the Cordilleras, and also to the east, from $400 to $50—25—4; in the Cordillera (cold parts), from $100 to $25—10—1.

The average price of animals in Arequipa is as follows:—

| | $ | | $ |
|---|---|---|---|
| Horse.. .. .. .. .. .. | from 10 | to | 1,000 |
| Mule .. .. .. .. .. .. | „ 10 | „ | 1,000 |
| Ass .. .. .. .. .. .. | „ 6 | „ | 35 |
| Ox for market .. .. .. .. | „ 25 | „ | 75 |
| Ox for drawing .. .. .. .. | „ 50 | „ | 85 |
| Sheep . .. .. .. .. .. | „ 3 | „ | 7 |
| Hog .. .. .. .. .. .. | „ 10 | „ | 25 |
| Goat .. .. .. .. .. .. | „ 1 | „ | 5 |

The value, however, of domestic animals, differs considerably in all the three departments; those generally bred are the ox, cow, horse, mule, ass, sheep, goat, hog, guinea-pig, turkey, common fowl, goose, duck, pigeon, &c.

In some of the valleys on the coast, as already mentioned, there is much land lying uncultivated for want of hands, particularly a large and beautiful valley called Mages. Were a little more attention given to the means of rendering land in the valleys more productive, by irrigation, immense portions, now lying useless, might be cultivated with advantage.

One cause which prevents the Peruvians from fully availing themselves of the productiveness of their valleys, is the prevalence in them of intermittent fevers. In the summer months a residence in the valleys would certainly be attended with fever; the proprietors, therefore, at this season retire to Arequipa. Labourers, more or less inured to the noxious atmosphere, and who are willing to brave it, remain. Through the absence of the proprietors, however, much time is lost.

The mountains Tras-Andinos consist wholly of virgin land, and so

great is the extent of it, that it is said, with some exaggeration, perhaps half the population of Europe could be supported on it in fabulous abundance.

As in other new countries, so in this, immigrants are much wanted. There is a scarcity of labour to cultivate the vast quantity of land lying waste in this country, as well in the valleys on the coast, as in the Sierra. A considerable number of European families of more energetic industry would quickly change the face of things, and although they might not select this country for a perpetual home, they would, I believe, be able to render their stay very satisfactory in a pecuniary point of view. Were a number of Europeans suitably encouraged by the Government to come hither, and contribute towards the progress and improvements of the country by their labour, particularly in the making of roads, and opening up communications, such encouragement would, slowly perhaps, but surely, meet with its reward, in a return more than commensurate with whatever cost the Government might incur.

*Mining.*—This branch continues in great decadence, owing chiefly to the want of enterprising capitalists, and better roads. If Government were to extend more support and protection to enterprisers in this important branch, it would speedily return to its former vigour. A bank would be desirable, and a little better guarantee for the labourers of the mines, who, at present, although exempt by law, are forced, when required, to become soldiers.

Gold of superior quality is said to be abundant in the mountains Tras-Andinos. It is found in veins, on flats or plains, and in pools on the margin of the rivers. On account of the great difficulty of penetrating these places, a small quantity only has been extracted.

The Cordillera of the Andes contains veins of gold, silver, copper, lead, bismuth, and salts of all kinds. Many of these veins have been worked in the time of the Spaniards, and even subsequently, and produced prodigious quantities of silver, especially in the department of Puno, and the provinces of Caylloma, Castilla, (Mages) Canas, and Canchis.

The following are being worked, viz.:—

| | | | | |
|---|---|---|---|---|
| Huyllura, in the Province of | "Union" | .. | .. | Gold. |
| Palmaderas | „ | „ | .. | .. | „ |
| Huarcaya | „ | „ | .. | .. | Silver and Gold. |
| Oreopampa | „ | Mages.. | .. | .. | Silver. |
| Ocururo | „ | Chumbivilcas | | .. | „ |
| Orurillo | „ | Lampa | .. | .. | „ |
| Pomasi | „ | „ | .. | .. | „ |
| El Manto | „ | Puno | .. | .. | „ |
| San Antonio de Esquilache, in the Province of Puno | | | | | „ |

And some washings and veins of gold in Caravaya and Paucartambo.

The only mine of coal at present being partially worked, is that of Mureo, in Caylloma.

*Commerce.*—Unfortunately no statistical Tables are kept in this country, thus rendering it almost impossible for a sound, and, in every respect correct, conclusion being drawn as to the actual progress made, either in general development, or in commerce here; only an opinion approximating to the truth can be given.

I had prepared a number of questions to supply the absence of statistics, and had sent them to Arequipa, with a view of procuring information from those best acquainted with the different and most prominent branches of industry in this department. I regret to say that nothing useful was the result.

It is well known that this remarkable country is among the richest in natural resources, particularly in those relating to minerals. These resources are being gradually developed; progress is indeed slow, and the

impetus given occasionally is owing more to the enterprise and energy of foreigners, than to the Peruvians themselves. There are, of course, some eminent exceptions to this remark, possessing intelligent enterprise and industry worthy of all praise.

The following satisfactory statement is derived from the best authority, and may be relied upon:—

From 1840 to 1850, that is to say in 10 years, the Custom-house of Islay produced the sum of $2,869,927, the revenue maintaining a certain average from $250,000 to $260,000 each year.

From 1850 to 1860 the revenue amounted to $4,063,077; the annual average being $370,000, or 41 per cent. increase over the 10 previous years.

The revenue for the year 1862, according to an account furnished to the Peruvian Government, amounts to $456,323 2 reals, showing a considerable augmentation over any previous years.

Total revenue derived from various branches of the Custom-house of Islay, during the last five years:—

| | $ | r. |
|---|---|---|
| 1858 .. .. .. .. .. | 463,573 | 5 |
| 1859 .. .. .. .. .. | 293,120 | 5 |
| 1860 .. .. .. .. .. | 329,860 | 0½ |
| 1861 .. .. .. .. .. | 381,999 | 6½ |
| 1862 .. .. .. .. .. | 461,163 | 1½ |
| Total .. .. .. | $1,929,617 | 2½ |

This statement, I apprehend, will render the statistical tables usually sent, of the vessels entering and clearing at this port, and of the exports and imports, almost unnecessary. I have not, therefore, prepared any.

In future, by an order to that effect, monthly or annual statistical Tables will have to be rendered to the Government, by every Custom-house on the coast, which will materially facilitate the correct preparation of data.

*Currency.*—It can scarcely be said that Peruvian coinage exists, inasmuch as that in circulation at present is from the mint of Bolivia. For some time past no money has been coined in Peru; neither is anything being done in the matter of coining at present, either in Lima or Cuzco, the machinery there being antiquated, and of very little use. That which was used in Arequipa is destroyed altogether. About three years since half a million of dollars was coined in Lima, consisting of four reals, of two, of one, and one and a-half real pieces, but being good money, the whole of it was shipped to England, leaving in the country the so-called Bolivian money only, which contains an alloy of copper amounting to 40 per cent.

The want of good coinage in this country has affected the Peruvians injuriously with respect to the neighbouring republics, particularly with that of Chili, where Bolivian money is not circulated, unless at a loss of at least 30 per cent.

The bills of exchange hence upon Chili have paid as high as 36 per cent.

An improvement in the currency is urgently required. It is said to be difficult to accomplish, because that which is found in the country being Bolivian money, and as there exists more than double the quantity actually coined in Bolivia, this Republic, of course, recognises for its own only that coined there; all the rest in circulation is therefore false, and unlawfully made in Peru, or in other countries, and afterwards smuggled into this country. There is a new coinage in contemplation, however, and as the necessity is great, it will no doubt be promptly introduced.

*Roads.*—The roads in this department continue in the same bad state they have been for years past. It is gratifying to observe that a railroad

is in contemplation from this port to Arequipa, and indeed has been for some time. It is much desired by the people here, and from the latest accounts, there is every prospect of one being commenced in the course of a few months. Several propositions are before the Peruvian Government, and it is said that one (proposed by an English company) has been accepted. The road has been surveyed, the drawings made, and an estimate of the expense given, and the report published long ago.

From the description I have been able to give of the three departments embraced by this consulate, it will be seen how great is the importance to be attached to this undertaking, particularly in regard to the development of agriculture and commerce, in that part of the country lying inter and tras-Andinos, and to Bolivia.

In connection with the projected railroad, may be mentioned the Lake of Fiticaca, situated about fifty leagues from Arequipa, and about ninety from this port.

This lake (the Mediterranean of Peru, as it has been called) is situated on the frontiers of Bolivia, and is celebrated for having been the cradle of the empire of the Incas, and Peruvian civilization. Its elevation is 4,545 yards above the level of the sea; its length, 54 leagues, runs north-east, and a little over 26 in breadth, making an irregular figure of 1,326 square leagues. Its circumference is from 80 to 90 leagues. Its depth, sufficient for any embarcation whatever. A short distance from the margin the water is from 4 to 6 fathoms deep; farther in, from 24 to 60 fathoms, and in some parts no bottom has been found at a depth of 200 fathoms. It has neither ebb nor flow. It receives into its bosom many small and large rivers, and empties its waters into the river "Desaguadero." The water is fresh, but of bad taste. Several species of fish abound, which supply food for the various towns and villages on its margin.

Formerly there were two schooners navigating the lake; they were, however lost; there are at present bolsas only. It is stated that steamboats are to be launched on it, which, in conjunction with the projected railroad, will contribute much to facilitate commerce in the interior.

*Arequipa.*—Trade at present is said to be dull in this town. Great complaints are made of the scarcity of money. Notwithstanding many drawbacks, trade here appears, and does in fact continue to increase. Shops are continually being established, and upon the whole there are few bankruptcies. The great desire is, that a railroad may be made from the port of Islay, and, as already mentioned, in a few months it is probable that one will be commenced.

Improvements are going on in the town. The bridge over the river Chili into it is being repaired. Old water-pipes of clay are being replaced by others of iron; and a large reservoir and filter have been constructed in the neighbourhood of San Pedro, about two miles from the town. The water is afterwards to be conveyed into the houses. New fountains in the square are also being erected of iron, in lieu of stone, of which they have been constructed hitherto.

A new census has been taken of the population, the number of which will be found in another place.

A large flour-mill has been erected, which is to be worked by superior machinery, manifesting a great improvement upon the old ones; the effect has been to stimulate other owners of mills to improve theirs also. The plaza is now every day filled with vendors of all kinds of merchandise, chiefly British, stalls being constructed to expose them for sale, presenting the appearance of a fair, and considerable business is done. Hitherto industry in general has had to suffer but few imposts; a contribution denominated "patentes" only is required, the amount of which is small. In the squares of the towns, where the markets are held, a small sum called "regatones," or huckster-money, is levied by the municipalities. In the provinces of Arequipa, a sum called "cupo" is levied from the mill-

owners; also the fanega of maize (somewhat more than one English bushel) raised by the farmers, is subjected to the payment of one real, also levied by the municipalities.

There is one small newspaper called *La Bolsa*, conducted with considerable ability, and which has a good circulation. Articles on subjects touching the development of the country are frequently written, with the praiseworthy intention of stimulating the inhabitants to promote this object.

Also a debating club has lately been instituted by a party of young men, which is progressing favourably.

The following Tables will exhibit the prices of provisions, and the amount of salaries and wages of artizans, &c., at present being paid in Arequipa :—

PRICES of PROVISIONS at AREQUIPA.

| | | $ | r. |
|---|---|---|---|
| Flesh of Heifer or Bullock | per lb. | 0 | 1½ |
| Butter | „ | 0 | 6 |
| Cheese | „ | 0 | 3 |
| Ducks | each | 1 | 0 |
| Eggs | per dozen | 0 | 2 |
| Flour | per 100 lbs. | 12 | 0 |
| Fowls | each | 1 | 0 |
| Fish | per lb. | 0 | 2 |
| Lard | „ | 0 | 4 |
| Milk | per gallon | 0 | 1½ |
| Mutton | per lb. | 0 | 1 |
| Olive Oil | per gallon | 2 | 4 |
| Potatoes | per 200 lbs. | 12 | 0 |
| Pork (fresh) | per lb. | 0 | 3 |
| Sugar, white | „ | 0 | 1½ |
| Coffee, of Caravaya | „ | 0 | 4 |
| „ Cuzco | „ | 0 | 3 |
| Cacao, of Guayaquil | „ | 0 | 2 |
| „ Cuzco | „ | 0 | 5 |
| Chocolate of ditto | „ | 0 | 5 |
| Wine, common, of the country | per gallon | 0 | 6 |
| Tobacco, according to quality. | | | |
| Wood for firing | per donkey load | 1 | 4 |

SALARIES and WAGES of ARTIZANS, &c.

| | | $ | r. | | $ | r. |
|---|---|---|---|---|---|---|
| Labourer | per day | 0 | 6 | to | 1 | 0 |
| Mason and Bricklayer | „ | 0 | 6 | „ | 1 | 0 |
| Shoemaker | „ | 1 | 4 | | | |
| Tailor | „ | 1 | 4 | | | |
| Porter | „ | 0 | 6 | | | |
| Man and Maid Servants | per month | 8 | 0 | | | |
| Linen-draper's Shopman | „ | 25 | 0 | to | 45 | 0 |
| Jeweller | „ | 25 | 0 | „ | 40 | 0 |
| Apothecary's Assistant | „ | 25 | 0 | „ | 40 | 0 |
| Dyer | per day | 2 | 0 | | | |
| Butcher | „ | 1 | 4 | | | |
| Carpenter | „ | 1 | 4 | | | |
| Barber | per month | 8 | 0 | | | |
| Armourer | per day | 3 | 0 | | | |
| Blacksmith | „ | 3 | 0 | | | |
| Turner | „ | 1 | 4 | | | |
| Cigarmaker | „ | 2 | 0 | | | |
| Farrier | „ | 2 | 0 | | | |
| Saddler | „ | 2 | 0 | | | |
| Miller | „ | 1 | 0 | | | |
| Currier | „ | 1 | 0 | | | |
| Watchmaker, Assistant | per month | 30 | 0 | | | |

A book-post would be a great boon to the English on this coast, and to many of the Peruvians also. The absence of one operates prejudicially to our book trade. The United States being nearer, books are to be had cheaper there than at home, and those required here are generally imported from that country.

Islay, April 23rd, 1863.

# PORTUGAL.

## MADEIRA.

*Report by Mr. Consul Erskine on the Navigation, Trade, &c., of the Island of Madeira for the year* 1861.

| Years. | British. | | | | | | Foreign. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Arrived. | | | Sailed. | | | Arrived. | | | Sailed | | |
| | Number of Vessels. | Tonnage. | Number of Crews. | Number of Vessels. | Tonnage. | Number of Crews. | Number of Vessels. | Tonnage. | Number of Crews. | Number of Vessels. | Tonnage. | Number of Crews. |
| 1857 .. | 73 | 18,846 | 888 | 74 | 16,005 | 897 | 116 | 20,019 | 1,358 | 105 | 18,926 | 1,275 |
| 1858 ... | 120 | 31,680 | 2,035 | 122 | 31,761 | 2,068 | 109 | 18,451 | 1,220 | 115 | 18,314 | 1,223 |
| 1859 ... | 112 | 42,131 | 2,821 | 112 | 42,351 | 2,821 | 93 | 20,042 | 1,188 | 91 | 19,648 | 1,165 |
| 1860 .... | 70 | 24,302 | 1,632 | 71 | 24,527 | 1,645 | 133 | 28,971 | 2,142 | 136 | 29,419 | 2,178 |
| 1861 .... | 80 | 28,639 | 2,087 | 80 | 28,639 | 2,087 | 127 | 28,631 | 1,965 | 123 | 28,322 | 1,863 |

The preceding Table shows an increase in the amount of arrivals and departures of British shipping at the Port of Funchal during the year 1861 as compared with the previous year, and a decrease in the movement of foreign shipping.

TRADE.

| Years. | Estimated Value of Imports. | | Estimated Value of Exports. | |
|---|---|---|---|---|
| | In British Vessels. | In Foreign Vessels. | In British Vessels. | In Foreign Vessels. |
| | £ | £ | £ | £ |
| 1857 .. | 94,890 | 67,087 | 74,700 | 45,800 |
| 1858 .. | 110,978 | 87,440 | 64,090 | 37,700 |
| 1859 .. | 115,710 | 71,493 | 56,660 | 37,836 |
| 1860 .. | 118,370 | 103,858 | 54,661 | 27,190 |
| 1861 .. | 95,900 | 83,469 | 62,180 | 25,255 |

This Table shows a considerable decrease in the value of imports, and a small increase in the value of Exports during the year 1861, as compared with the preceding year.

*Agriculture.*—No striking change occurred in the year 1861, but there was an unusually large yield of the cereal crops, estimated at fully three-fourths of the annual island consumption.

The sugar-canes yielded an average crop, which was chiefly converted into spirit for island consumption.

*Rate of Exchange.*—Exchange on England seldom varied from par, and the average rate was Reis 4$\frac{8}{8}$00 currency per pound sterling.

ANNUAL REPORT of the Navigation, Trade, &c., of the Island of Madeira for the year 1862.

| Years. | British. | | | | | | Foreign. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Arrived. | | | Sailed. | | | Arrived. | | | Sailed. | | |
| | Number of Vessels. | Tonnage. | Number of Crews. | Number of Vessels. | Tonnage. | Number of Crews. | Number of Vessels. | Tonnage. | Number of Crews. | Number of Vessels. | Tonnage. | Number of Crews. |
| 1858 .... | 120 | 31,680 | 2,035 | 122 | 31,761 | 2,068 | 109 | 18,451 | 1,220 | 115 | 18,314 | 1,223 |
| 1859 ... | 112 | 42,131 | 2,821 | 112 | 42,351 | 2,821 | 93 | 20 042 | 1,188 | 91 | 19,648 | 1,165 |
| 1860 ... | 70 | 24,302 | 1,632 | 71 | 24,527 | 1,645 | 133 | 28,971 | 2,142 | 136 | 29,419 | 2,178 |
| 1861 ... | 80 | 28,639 | 2,087 | 80 | 28,639 | 2,087 | 127 | 28,631 | 1,965 | 123 | 28,322 | 1,863 |
| 1862 ... | 116 | 40,907 | 2,865 | 115 | 40,423 | 2,865 | 115 | 33,071 | 1,912 | 116 | 33,316 | 1,912 |

This Table exhibits a considerable increase in the number of arrivals and departures of British ships at the Port of Funchal during the year 1862, caused by an activity in the coal trade consequent on the wars in America and Mexico, and supplying steam-ships connected therewith.

TRADE.

| Years. | Estimated Value of Imports. | | Estimated Value of Exports. | |
|---|---|---|---|---|
| | In British Vessels. | In Foreign Vessels. | In British Vessels. | In Foreign Vessels. |
| | £ | £ | £ | £ |
| 1858 .. | 110,978 | 87,440 | 64,090 | 37,700 |
| 1859 .. | 115,710 | 71,493 | 56,660 | 37,836 |
| 1860 .. | 118,370 | 103,858 | 54,661 | 27,190 |
| 1861 .. | 95,900 | 83,469 | 62,180 | 25,255 |
| 1862 .. | 98,250 | 69,918 | 44,193 | 36,310 |

This Table shows a decrease in the import trade, caused by a diminished demand for cotton manufactures consequent on the general enhanced value of the raw material.

The export trade has also decreased, but while there appears to have been a great diminution in the export of wine, there has been a considerable increase in the export of sugar, and in the re-export of coal.

*Agriculture.*—The sugar-canes yielded a very good crop this year, from which about 250 tons of excellent sugar, 18,000 gallons of molasses, and a considerable quantity of spirit were manufactured. About 135 tons of the sugar, and 22,000 gallons of the spirit were exported to Portugal and the Azores.

The production of grape wine this year was inconsiderable, the vine disease having re-appeared with unabated virulence, yet, trusting to its ultimate extinction by the free application of sulphur, the inhabitants are planting new vines largely in favourable situations.

The propagation of cochineal as an article of commerce is considered hopeless, owing to the expenses attendant on its cultivation, and the low price it at present commands in the European markets.

*Weights and Measures.*—The new French metrical system has this year been enforced as a basis for a system for legal weights and measures, and the following are the English equivalents of weights and measures used in Madeira, viz :—

| | | | |
|---|---|---|---|
| 50·60 kilogrammes .. .. | equal to .. .. | 1 cwt. |
| 4·23 litros .. .. .. | „ .. .. | 1 Imperial gallon. |
| 276 litros .. .. .. | „ .. .. | 1 Imperial quarter. |
| 1 metro .. .. .. | „ .. .. | 3·281 feet. |

*Exchange.*—The rate of exchange in England has seldom, and but slightly, varied from the par value of Reis 4$800 currency per pound sterling.

*Miscellaneous.*—A larger number of strangers than usual visited Madeira this year, chiefly English and Germans, consequently the natives have derived great advantage from the considerable amount of money circulated thereby, and as many of these visitors have received much benefit from the mild and equable climate, I apprehend their number would rapidly increase should greater facilities for communication with the Continent be secured.

Madeira, May 16, 1863.

## ST. MICHAEL'S

*Report by Mr. Consul Vines on the Trade of St. Michael's for the year* 1862.

### TRADE AND COMMERCE.

*Exports.*—The trade of St. Michael's during the year 1862, has not been so flourishing as in the previous year, owing in a great measure to the season having been unfavourable to the production of oranges—the well-known staple article of commerce of this island. Not only was the quantity of fruit less than in 1861, but the quality also suffered some deterioration, which reduced the prices at the public auction sales in England, whither the surplus fruit of St. Michael's is exported.

| | | |
|---|---|---|
| 1861... | Number of boxes of oranges exported..... | 209,263 |
| „ | Value of fruit exported..... | £101,287 |
| 1862... | Number of boxes of oranges exported..... | 182,723 |
| „ | Value of fruit exported..... | £ 59,676 |

A comparison of the export of grain in the period under review, with the year 1861, does not, upon the whole, show any remarkable difference, with the exception of the article of Indian corn, exported to Great Britain, which appears in the following table :—

EXPORTS OF GRAIN IN 1861.

| | Measures. Imperial Quarters. | To Great Britain. | To Portugal. |
|---|---|---|---|
| Wheat ..... | .. | .. | 5,157 |
| Indian Corn..... | .. | 10,038 | 13,131 |
| Broad Beans ..... | .. | .. | 15,326 |
| Kidney Beans ..... | .. | .. | 2,231 |

EXPORTS OF GRAIN IN 1862.

| | Measures. Imperial Quarters. | To Great Britain. | To Portugal. |
|---|---|---|---|
| Wheat ..... | .. | .. | 4,766 |
| Indian Corn..... | .. | 1,991 | 21,212 |
| Broad Beans..... | .. | .. | 7,523 |
| Kidney Beans ..... | .. | .. | 1,020 |

The crop of grain of every description of 1862, is considered to have been above an average one, and a much larger trade might have been carried on had there been causes in operation to have created a greater foreign demand.

*Imports.*—The import trade has likewise suffered a decline in almost every branch, as will be seen from the subjoined figures.

| | |
|---|---|
| Total value of imports in 1861 ..... | 149,571 |
| Total value of imports in 1862 ..... | 134,633 |
| Value of imports from Great Britain in 1861 ..... | 59,458 |
| Value of imports from Great Britain in 1862 ..... | 38,592 |

This diminution in the imports, although in some degree to be attributed to the small crop of fruit, which lessened the means of purchasing British manufactures, is to a greater extent owing to the high prices of cotton goods, consequent on the American war, inducing merchants here to realise upon their old stocks, and wait the issue of events, influencing the supply of cotton before laying in any new stock of manufactured goods. On comparing the returns of the imports of cottons from Great Britain for 1861, with those of 1862, it appears that in the former year, 336,391 lbs. of cotton goods, value 28,807*l.*, were imported to St. Michael's, while in the latter year, only 80,605 lbs., value 8,845*l.*, were imported.

*Shipping.*—An examination of the shipping returns for 1862, conveys an equally unfavourable impression of the trade of St. Michael's, as shown in the following tables :—

| | |
|---|---|
| In 1861 number of vessels trading to St. Michael's ..... | 517 |
| With an aggregate tonnage of..... | 64,527 |
| In 1862 number of vessels trading to St. Michael's..... | 450 |
| With an aggregate tonnage of..... | 60,536 |

The reduction of British shipping in 1862, is to be traced to the same causes which influenced the import and export trade.

| | | | |
|---|---|---|---|
| British vessels in 1861 ..... | 328 | Tonnage | 33,405 |
| „ „ 1862 ..... | 266 | „ | 30,826 |

*Public Works.*—The works of the Breakwater at this island, under the direction of John Rennie, of such paramount importance to the prosperity of St. Michael's, progress slowly but favourably, the only drawback feared to their completion being the want of sufficient funds for so costly an undertaking. No loan (except a trifling one of 9,793*l.* from the Portuguese Government), has been yet effected ; but the Dock Committee confidently hope shortly to obtain from the Union Bank at Oporto, a loan of about 30,000*l.* The total receipts collected from local taxation to the 30th September, 1862, appropriated to the harbour works, are seen in the following table :—

| | |
|---|---|
| 1½ per cent. ad valorem on Imports ..... | 2,984 |
| 1½ per cent. ad valorem on Exports ..... | 1,468 |
| 8½d. per each box of oranges exported ..... | 14,411 |
| 10 per cent of Custom-house duties ..... | 4,281 |
| Receipts not classified ..... | 107 |
| Total..... | £23,251 |

Adding to this total the amount of the Government loan, it gives the sum of 33,044*l.* sterling. The total expenditures since the work began, are given as 25,922*l.*, which left a small surplus of 7,122*l.* on hand.

St. Michael's Azores, May 15, 1863.

# PRUSSIA.

## DANTZIG.

*Report by Mr. Consul-General Plaw on the Trade of Dantzig for the Year 1862.*

It is very satisfactory to be able to offer a further improvement in the trade of Dantzig during the interval between my last report and present date. The drawback, however, must be again stated that the large business has left very scanty advantage to exporters, but the lower classes and general public have certainly benefited. The place at large has experienced a very profitable season.

*Shipping and Navigation.*—Freights during the season have in general satisfied ship owners, nearly similar to 1861; but Dantzig vessels are adapted for longer voyages (being of greater burden) than those employed for grain and shorter trips: there, however, have been long contrary winds, keeping the latter in port, while freights for distant voyages have mostly given a favourable return. Small vessels and steamers have found ready demand here, including grain exportation from New York. Prussians bearing a neutral flag were readily sought.

There is no doubt shipping property in this country is improving, owing chiefly to alterations in the Maritime Laws, which now do not admit of any sale being lawful without consent of all the shareholders.

The Trade Convention with France meets general approval, it not working for the benefit of shipowners only, but for trade in general; and this advantage is equally felt by French and Prussian merchants and the shipping interest. There remains several improvements still in prospect. The following were prevailing freights:—

London and Thames ports, 16*s.* 6*d.* to 22*s.* per load fir timber; 2*s.* 10*d.* to 5*s.* per quarter wheat; 3*s.* to 3*s.* 6*d.* per ditto per steamers. Liverpool, 17*s.* to 23*s.* per load fir timber; 3*s.* 3*d.* to 4*s.* 3*d.* per quarter wheat. East Coast, Engiand, and Scotland, 15*s.* to 17*s.* 6*d.* per load fir timber; 2*s.* 2½*d.* to 4*s.* 9*d.* per quarter wheat. Ports in the Channel (la Manche), 15*s.* 3*d.* to 20*s.* per load fir timber; 3*s.* 2*d.* to 4*s.* 3*d.* per quartet wheat. Irish ports and ports of the West Coast of England, including Cardiff and Newport, 17*s.* to 26*s.* 9*d.* per load fir timber; 3*s.* 6*d.* to 6*s.* 6*d.* per quarter wheat. Dutch harbours, 15 to 18 francs per last of 30 cubic feet timber; 18 to 22 francs per last rye; 20 to 27 francs per last wheat. French ports in the Channel (La Manche), 45 francs and 15 per cent. to 60 francs and 15 per cent. per last of 80 cubic feet; 3*s.* 6*d.* to 4*s.* per quarter wheat. Antwerp, 2 francs 50 cts. to 2 francs 60 cts. per load round sleepers; 20 to 22 francs per last rye; 22 to 24 francs per last wheat.

Freights for fir deck deals, 1*s.* to 2*s.* per load; round timber, 2*s.* to 3*s.* per load; oak, 3*s.* to 5*s.* per load were paid more than for square fir timber.

Dantzig possesses 123 sailing and 11 steam vessels, of about 34,753 lasts burden. There are now on the stocks 2 steamers of about 300 lasts, and 4 other vessels of about 1,600 lasts.

| | |
|---|---|
| Vessels arrived in 1862 (against 2,699 in 1861) | 3,151 |
| Arrived by Inland Navigation .. .. .. | 3 |
| Built here and bought .. .. .. .. | 13 |
| Remaining from 1861 .. .. .. .. | 157 |
| | 3,324 |
| Vessels departed during the year 1862 .. .. | 3,200 |
| Departed by Inland Navigation .. .. .. | 1 |
| Remaining in port .. .. .. .. .. | 123 |
| | 3,324 |

Nationality of vessels arrived—

| | |
|---|---|
| British | 580 |
| Danes | 790 |
| Dutch | 297 |
| French | 8 |
| Hamburg | 13 |
| Hanoverian | 193 |
| Lubeck | 9 |
| Mecklenburg | 116 |
| Oldenburg | 9 |
| Prussian | 834 |
| Russian | 24 |
| Swedish and Norwegian | 278 |
| Total | 3,151 |

Prevailing winds during the season, easterly; water on the bar, 16½ feet within and without.

The complaint that the port is too confined is again verified, as a great number of vessels could not find berths within, and were compelled to anchor in the roads for several days, which is frequently dangerous. The representation and complaints made to Government continue unregarded, though the necessity is admitted, and a desire to meet the wants is expressed. The constant arrivals of steam vessels, while it affords additional impulse to trade, demands additional accommodation and an increase of public officials.

### Trade and Commerce.

The aggregate number of vessels which left the port is 3,179, with cargoes valued at about 4,257,426*l.*; in 1861, 3,784,457*l.* The value of divers importations about 852,802*l.*; in 1861, about 820,246*l.*

This improvement is to be attributed to the increase of production consequent on the better social condition of the people and the facility of communication

No doubt better success would have attended speculation had not the waters of the Vistula proved so very shallow; and so serious was this in some parts that no like instance is found recorded. Vessels could only make way with a quarter of their usual cargoes, whilst drifts of wood met great delay even with unusual exertions. Unfortunately, frost commenced in November, and thus retarded and prevented the receipt of those parcels of wood which had started in the early part of the year. They were obliged to be placed in winter quarters.

Railway intercourse is now free from hence to Warsaw, with continuation to St. Petersburg, by which a large tract inland beyond Warsaw is open to free intercourse.

*Exportation* has surpassed in extent either 1860 or 1861, or indeed any year during the last century, and therefore is looked upon as one of great prosperity; but, as before observed, the profit left for the merchant is by no means equal to what the stroke of business done might lead to expect. The apprehension of war between England and America subsiding at the beginning of 1862, the short harvest in France caused no inconvenience, as the superabundant supplies of grain from America prevented any want. Therefore, a gradual fall of prices in those markets was the natural result, but which, indeed, bore no comparison with the market prices.

The great consumption of *Wheat* constantly going on in England, which not only consumes her own yield, but consumed what could be spared by other countries, thus prevented a serious fall of prices. Harvest in this country and neighbouring Poland, as to quantity and

quality, turned out satisfactorily, which, of course, greatly facilitated shipments, and which chiefly went to England, other countries only requiring about 11,600 lasts of rather inferior qualities, while Britain took only the best samples. It is said spring contracts fall very short of those concluded last winter, wishing to see what character politics may take during the winter and early spring.

*Rye.*—The two last harvests proved good, and Norway, Sweden, Denmark, and Finland took about 15,600 lasts. Berlin consumed large supplies, which till of late were forwarded from hence. Growers keep back, thinking to obtain better prices. At present, supplies equal demand. Last year contracts were closed for 15,000, at present, they amount to scarcely 5,000, lasts.

The yield of *Barley* proved good and plentiful. Home consumption is greatly increased, which keeps up prices. Exportation from these quarters to England, for both feeding and grinding, was on the average. France, with a very splendid crop, delivered more than sufficient, required but little from the Baltic ports.

*Oats*, though a heavy crop, did not afford more than for home consumption, and if sparing nothing for exportation, still supplied the place of other feeding articles.

*Peas*, in general, a very good crop. Exportation was less than last year, owing to the large supply of potatoes of good quality, which are greatly consumed abroad, preferred to more expensive rye for bread and feeding cattle.

*Rape* and other oil-producing seeds has not been very productive of late. The produce has been chiefly shipped to England, Holland, and Belgium; but the largest quantity was in demand for Berlin, and this regulated prices, which advanced during autumn and winter. Remaining stocks small, but little is done in linseed in this neighbourhood.

TABLE of Stocks, Arrivals, Shippings of Grain and Seed during 1861, *pro* Last of 60 Scheffel.

| | Wheat | Rye. | Barley. | Oats. | Peas. | Linseed. | Rapeseed. | Total |
|---|---|---|---|---|---|---|---|---|
| Stock, 1861 ... ... ... | 6,067 | 1,374 | 701 | 116 | 790 | ... | 1,101 | ... |
| Arrivals from Russia and Poland | 44,798 | 25,182 | 208 | 20 | 562 | 135 | 450 | 71,355 |
| „ by inland navigation ... | 23,948 | 11,198 | 1,158 | 764 | 2,328 | 237 | 1,440 | 41,073 |
| „ per railway ... ... | 11,290 | 6,256 | 3,101 | 90 | 2,877 | ... | 1,220 | 24,834 |
| „ carriage conveyance ... | 2,000 | 2,000 | 1,000 | 700 | 900 | ... | 1,200 | 7,800 |
| Total ... ... ... | 88,103 | 46,010 | 6,168 | 1,690 | 7,457 | 372 | 5,411 | 145,062 |
| Shipment by sea in 1862 ... | 74,757 | 40,558 | 4,086 | 87 | 6,150 | 265 | 3,185 | |
| By railway ... ... ... | 101 | 197 | 16 | 68 | 19 | 7 | 135 | |
| | 74,858 | 40,755 | 4,102 | 105 | 6,169 | 272 | 3,320 | |
| Stock, 1862 ... ... ... | 11,070 | 1,310 | 370 | 80 | 1,060 | ... | 630 | |
| Loss by working and kiln-drying | 675 | 345 | 10 | 5 | 28 | .. | 61 | |
| Consumption ... ... ... | 1,500 | 3,600 | 1,680 | 1,500 | 200 | 100 | 1,400 | |
| Total ... ... ... | 88,103 | 46,010 | 6,168 | 1,690 | 7,457 | 372 | 5,411 | |

SHIPMENTS *pro* Shipping Last of 56½ Scheffel (equal to 10½ Quarters) in 1862.

| | Wheat. | Rye. | Barley. | Oats. | Peas. | Linseed. | Rapeseed. |
|---|---|---|---|---|---|---|---|
| Britain .. .. .. | 66,210 | 780 | 2,849 | 38 | 4,644 | 145 | 1,427 |
| Belgium .. .. .. | 4,056 | 1,242 | 19 | .. | 44 | 67 | 758 |
| Denmark .. .. .. | 467 | 7,016 | 91 | .. | 78 | .. | .. |
| France .. .. .. | 1,276 | .. | .. | .. | .. | .. | 230 |
| Hanover and Hamburg .. | 316 | 4,807 | 71 | .. | 8 | .. | 47 |
| Holland .. .. .. | 6,330 | 15,636 | 498 | .. | 1,126 | 62 | 829 |
| Mecklenburg and Lubeck | 100 | 1,344 | 140 | .. | 152 | .. | .. |
| Oldenburg and Bremen .. | 5 | 541 | 11 | .. | 11 | .. | .. |
| Prussia .. .. .. | .. | 287 | 14 | .. | .. | .. | .. |
| Portugal .. .. .. | 106 | .. | .. | .. | .. | .. | .. |
| Russia .. .. .. | 125 | .. | 103 | .. | .. | .. | .. |
| Sweden and Norway .. | 291 | 11,214 | 526 | .. | 448 | .. | .. |
| Total .. .. | 79,282 | 42,867 | 4,322 | 38 | 6,511 | 274 | 3,291 |

*Shipments of Wood* were more extensive in 1862 than any previous year, say 1,261 cargoes, being 193 above 1861. This quantity is calculated, according to annexed Table, to be worth 5,888,000 thalers, or 883,200*l.* If the supplies of some descriptions of wood were less, still the entire proved to be larger, and would doubtless have been increased; but low water and the early frost kept them back. This detention is valued at about 500,000 thalers, causing severe loss to the owners. By comparison, the wood trade of Dantzig has greatly improved during the last three years, occasioned chiefly by considerable lowering of duties in Britain, and continued increasing demand for sleepers. This has caused a greater consumption in Britain, and brought into rise the lower descriptions of wood, which were so much affected by the heavy duties. Canadian produce has, in consequence, materially suffered since the protecting duty has ceased.

The difference in value of wood shipments to Britain and other countries is found to be: to the former, about 682,500*l.*; to the latter, about 200,700*l.* The great demand for sleepers occasions vast consumption of such growth as would otherwise prove nearly useless; and there being large quantities still lying in the neighbouring woods, there has been no want of supply or demand. The importance of exportation, and its increase of sleepers in particular, is shown that from—

| | | | |
|---|---|---|---|
| 1852 to 1859 | the average shipments were | .. | 582,644 |
| 1860 | „ | „ .. | 877,392 |
| 1861 | „ | „ .. | 1,198,262 |
| 1862 | „ | „ .. | 1,252,644 |

But here again little or no advantage is left for speculation, in great measure the want of water causing loss of time, thus increasing expense; the various representations that have been offered from time to time remaining without effect.

The following remarks show the course of the wool trade during the last season:—

*Square Fir Timber.*—Arrivals less than last year, owing to the early frost, which greatly influenced conveyance. They chiefly consisted of average lengths of 23 to 27 feet; longer and of superior quality scarcer than in former years. Prices, in consequence of dull foreign markets, and in expectation of spring supplies, were quoted low, but advanced during summer, low water keeping back arrivals beyond expectation. Prices, both for first and inferior qualities, remained with little variation. Ship-

ments have been more extensive, and remaining stock is less than last year, former being 90,290 pieces above 1861.

Four-inch deck deals were in much demand for the Royal Navy; but a small quantity of thinner proportions, though less required, remains on hand. There are already large orders in hand from abroad.

*Masts and Spars.*—Very few appeared in the market; of the former scarce any. Old stock quite cleared; and there are merely a few from 15 to 18 inch. Larger dimensions not to be had; prices consequently continue to advance.

*Sleepers* continue in great demand, chiefly logs of 9 feet and sleepers of 9 feet, independent of several other dimensions required and delivered. Prices did not much vary from those paid in 1861. Load of 50 cubic feet about 11 thalers or 33*s.* sterling; round, measuring 10 to 10½ inches diameter, about 2*s.* a-piece.

*Lathwood*, about 54*s.* per fathom of 4 feet.

*Oak Planks.*—Receipt rather short of 1861; but as deliveries to the Royal Navy and for shipping without official braking were accepted, there leaves little or no difference in the delivery of the two years referred to. The demand for planks of first quality was chiefly confined to those measuring 4 to 5 inches, and prices accordingly; second quality, for general ship-building use, was eagerly inquired after. Prices, according to assortment, are quoted from 54*l.* to 94*l.* per 720 cubic feet. 68*l.* was paid for 720 cubic feet without brack.

*Oak Timber.*—A larger quantity, and of better quality, was brought to market than for some years past, and exportation was likewise more considerable, in great measure owing to the American war.

*Oak Staves.*—Supplies less than in 1861; shipments larger, latter chiefly of thin small parcels. Prices ran higher than preceding season, without much encouragement from abroad.

Supply of Wood Articles from Poland in 1862.

| | In 1862. | In 1861. |
|---|---|---|
| Pieces of full-sized square fir timber .. .. .. | 169,550 | 192,298 |
| „ small „ „ .. .. .. | 88,583 | 132,037 |
| „ whitewood timber .. .. .. .. | 25,124 | 22,941 |
| „ roundwood „ .. .. .. .. | 307,740 | 220,920 |
| „ fir sleeper logs .. .. .. .. .. | 208,000 | 275,563 |
| „ oak planks, 1st brack .. .. .. .. | 22,431 | 28,100 |
| „ „ 2nd „ .. .. .. .. | 30,880 | 27,065 |
| „ oak timber, planking logs and crooks .. | 83,312 | 61,481 |
| Schocks* of oak staves .. .. .. .. .. | 11,825 | 13,764 |

Exportation of Wood Articles in 1862.

| | In 1862. | In 1861. |
|---|---|---|
| Pieces of full-sized square fir timber .. .. .. | 301,895 | 223,356 |
| „ small „ „ .. .. .. | 38,197 | 26,446 |
| „ masts, spars, and bowsprits .. .. .. | 1,695 | 11,595 |
| „ fir deck deals, deals, and deal-ends .. .. | 392,353 | 426,066 |
| „ sleepers and sleeper logs .. .. .. | 1,252,644 | 1,198,262 |
| Fathoms of lathwood .. .. .. .. .. | 4,939 | 4,139 |
| Pieces of oak planks, 1st brack .. .. .. .. | 20,147 | 25,572 |
| „ „ 2nd „ .. .. .. .. | 30,287 | 24,901 |
| „ unbraked oak planks and plank ends .. .. | 74,884 | 88,934 |
| „ oak timber, planking logs and crooks .. .. | 45,181 | 38,779 |
| Schocks of oak staves .. .. .. .. .. | 22,052. | 11,475 |

* 1 schock equal to 60 pieces,

Stock of Wood Articles on the 31st December, 1862.

| | In 1862. | In 1861. |
|---|---|---|
| Pieces of full-sized square fir timber .. .. .. | 148,468 | 165,261 |
| „ small „ „ .. .. .. | 71,215 | 105,855 |
| „ whitewood timber .. .. .. .. | 11,413 | 13,067 |
| „ roundwood „ .. .. .. .. | 177,546 | 129,150 |
| „ oak planks, 1st brack .. .. .. .. | 18,529 | 16,268 |
| „ „ 2nd „ .. .. .. .. | 12,618 | 11,603 |
| „ oak timber, planking logs and crooks .. | 69,375 | 53,081 |
| Schocks of oak staves .. .. .. .. .. | 9,254 | 13,301 |

Exportation of Wood Articles to the different Countries in 1862.

| | To Great Britain, | | | To France. | | | To other Countries. | | |
|---|---|---|---|---|---|---|---|---|---|
| | 1862. | More than in 1861. | Less than in 1861. | 1862. | More than in 1861. | Less than in 1861. | 1862. | More than in 1861. | Less than in 1861. |
| Pieces of square fir and whitewood timber ... | 287,997 | 102,167 | ... | 21,841 | ... | 6,516 | 30,254 | ... | 5,361 |
| Sleeper and sleeper logs ... ... ... | 1,049,712 | 138,431 | ... | 5,100 | ... | 34,208 | 197,832 | ... | 49,841 |
| Fir deck deals, deals, and deal ends... ... ... | 83,619 | 15,030 | ... | 52,665 | ... | 21,357 | 256,069 | ... | 27,386 |
| Masts, spars, &c. | 144 | ... | 699 | 1,343 | ... | 8,251 | 208 | ... | 950 |
| Fathoms of lathwood... ... ... | 4,905 | 784 | ... | 20 | 20 | ... | 14 | ... | 4 |
| Oak plank and plank ends ... | 56,560 | 9,781 | ... | 57,938 | ... | 24,467 | 10,820 | 597 | ... |
| Pieces of oak timber, crooks, &c. | 26,964 | 12,244 | ... | 6,834 | ... | 6,769 | 11,383 | 927 | ... |
| Schocks of oak staves ... ... | 13,463 | 7,520 | ... | 1,415 | ... | 2,227 | 7,174 | 5,284 | ... |

*Salted Pork.*—This establishment, for the present, is on the decline; only 3,927 pigs have been slaughtered, prices in Britain affording no encouragement, and even the advance of price here does not induce breeders to send their stocks to this market.

Dantzig Spruce.

| | Barrels. |
|---|---|
| At the close of 1861, there remained .. | 10,000 |
| Manufactured in 1862 .. .. .. | 22,300 |
| Total .. | 32,300 |
| Shipped .. .. .. .. .. | 24,300 |
| Remaining at the close of 1862 .. | 8,000 |

The value of the exported 24,300 kegs is about 8,500*l.*, lying chiefly in England without demand, owing to the continued disturbed state in America, which leaves so many unemployed workmen, who are the principal consumers.

*Spirit* chiefly limited to home consumption; estimated value about 19,450*l.*

*Oils.*—Business in these articles improving. It appears that no surrogate will supply the use of oil, and that this article is becoming more and more in request. In London there has been great demand for France and Holland, and prices have risen from 32*l.* to 42*l.* per ton of 20 cwt. The mills here are working with but small profit, their produce

of 1861 shipped during summer to England and the Rhine. The last crop, favoured by fine weather during harvest was purchased cheap, and sold at remunerating prices. As said, consumption here and in the province has greatly increased; above 15,000 cwt. have changed hands in this market, while about 10,698 cwt. have been shipped.

Only two small cargoes of linseed cake were sent to England.

*Bones.*—About 18,000 cwt. were shipped to Scotland, which pretty well cleared the market. Only about 100 cwt. were received from Poland, owing to the unsettled state of public affairs, low water, and scarcity of craft.

Goods exported to the different Countries.

| | Great Britain. | Africa. | Belgium. | Bremen. | Denmark. | France. | Hamburg. | Hanover. | Holland. | West Indies. | Lubeck. | Mecklenburg. | Oldenburg. | Prussia. | Russia. | Spain. | Sweden and Norway. | Total Vessels. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grain.. .. .. | 720 | .. | 45 | 27 | 233 | 13 | 8 | 66 | 253 | .. | 24 | 25 | 4 | 9 | 10 | 1 | 371 | 1,809 |
| Grain and Sundries .. | 11 | .. | .. | .. | .. | .. | .. | .. | 2 | .. | .. | .. | .. | 25 | .. | .. | .. | 38 |
| Timber .. .. | 810 | .. | 37 | 91 | 73 | 65 | 1 | 29 | 68 | .. | .. | .. | 22 | 19 | 6 | 5 | 3 | 1,232 |
| Timber and Sundries | 27 | 3 | 1 | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 29 |
| Seed .. .. .. | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| Fruits .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. | .. | 4 |
| Herrings .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | .. | .. | 2 |
| Pork .. .. .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| Piece Goods .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 | 1 | .. | .. | 10 |
| Bones .. .. | 10 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | .. | .. | 12 |
| Oil Cakes .. .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 |
| Iron .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 | .. | .. | .. | 8 |
| Potatoes .. .. | .. | .. | .. | .. | 8 | .. | .. | .. | .. | .. | .. | 3 | .. | 1 | .. | .. | .. | 12 |
| Spirits .. .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | 2 |
| Different Goods .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | 2 | .. | .. | 9 |
| Armature .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | 1 |
| Rags .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | 1 |
| Ballast .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 13 | 6 | .. | 5 | 24 |
| Total Vessels .. | 1,585 | 3 | 84 | 118 | 314 | 78 | 10 | 95 | 322 | 1 | 24 | 28 | 26 | 97 | 29 | 6 | 379 | 3,200 |

Value of Goods exported during 1862.

| | | In 1862. | | In 1861. |
|---|---|---|---|---|
| | | Quantity. | Value. | Value. |
| | | | Thalers. | Thalers. |
| 1. Grain and Seed : | | | | |
| Wheat | lasts | 79,282 | 15,063,600 | |
| Rye | „ | 42,867 | 5,001,500 | |
| Barley | „ | 4,322 | 374,600 | |
| Oats | „ | 38 | 2,200 | |
| Peas and Beans | „ | 6,823 | 796,000 | |
| Linseed | „ | 274 | 45,700 | |
| Rapeseed | „ | 3,291 | 767,600 | |
| | | 136,585 | 22,051,200 | 18,821,633 |
| 2. Timber : | | | | |
| Fir and White wood | | 4,602,000 | | |
| Oak Timber | | 1,284,000 | | |
| Different Wood wares | | 2,000 | | |
| | | | 5,888,000 | 5,240,802 |
| 3. Pork, pickled | | .. | 73,000 | 142,000 |
| 4. Oil, in casks | cwt. | 10,680 | 149,520 | 90,776 |
| 5. Oil Cakes | „ | 10,683 | 28,500 | 11,183 |
| 6. Bones | „ | 17,928 | 22,000 | 20,000 |
| 7. Spruce Beer | | .. | 56,700 | 66,500 |
| 8. Raw Sugar and Molasses | | .. | .. | 601,381 |
| 9. Spirits | Ohm | 1,400 | 20,800 | 97,000 |
| 10. Different other Articles | | .. | 93,126 | 138,440 |
| Total | | .. | 28,382,846 | 25,229,715 |
| At 200 silver groschen per £ sterling | | .. | 4,257,726 | 3,784,457 |

*Imports.*—Business in colonials seems to have been active throughout the year. Prices of these articles advanced considerably, occasioned by the South American blockade. If these high prices cramped speculation, yet the in general good harvest, bettering the farmer's situation, allowed an increased consumption. The low water of the Vistula somewhat impeded trade with Poland; further, the circumstance that the duties have been removed, and that railway conveyance is freed from the duties hitherto paid upon goods entering Poland by water. The difference of freight per rail and water conveyance is covered by duty still demanded upon goods *per chaussée*, and which leads produce intended for the Polish market, coming from England and France, to proceed *viâ* Hamburg, not to mention certainty and the gain of time.

The importation of *Coffee* in 1862 was 23,958 cwt. against 32,506 cwt. in 1861. Stock in hand, 31st December, 1862, was 3,974; at same date, 1861, 3,764 cwt. Of the quantity imported only 6,214 cwt. came from Britain 14,118 from Holland, and 3,626 from elsewhere.

*Rice.*—19,833 cwt. were brought to market, and about 14,600 cwt. in 1861. Remained in hand, 4,200 cwt. on the 31st December, 1862, against 2,800 cwt. at same date 1861. Notwithstanding the favourable harvest, consumption increased, and would, no doubt, prove still larger if the high duty of 1 thaler per cwt. was lowered, which calculates at above 20 per cent. Price nearly stationary.

*Pepper and Piment.*—Importation less than during 1861. Remaining stock, 495 cwt.; in 1861 it was 867 cwt.

*Raw Cotton.*—Imports, 1,967 cwt.; in 1861, 5,842 cwt. The continued American war occasions an unusual advance. At the opening season price stood 8 silver groschen fine Madras, and is now quoted 17 silver groschen per lb.; remaining stock very trifling. The same extir-

pating evil has raised rosin from 4 to 7 thalers per cwt. No stock on hand. Importation, 2,620 cwt. against 5,420 cwt. in 1861.

*Dye Woods.*—Importation during 1862, 8,576 cwt.; and in 1861, 2,808 cwt. Most part of last year's arrivals went at remunerating prices to Poland—namely, logwood, 2 to 2½ thalers per cwt.; campeachy, 3 to 4 thalers per cwt.

*Molasses.*—Imported in 1862, 4,387 cwt.; and in 1861, 5,313 cwt. Remaining stock in 1862, 603 cwt.; and in 1861, 1,156 cwt. Price, 6 to 6¾ thalers per cwt. exclusive of duty.

The bone trade during the two preceding years was nearly equal.

*Coals and Coke.*—Referring to the small profit derived from last year's speculation, it must in particular be noticed that the above articles have largely participated in this result. Business suffered greatly by the influx of so many cargoes at one and the same time. They could not find accommodation in the confined port, and had, therefore, to lie several days in the roads, and great inconvenience was caused from the want of sufficient hands to work the cargoes, to which is added the low water in the Vistula—in consequence, the scarcity of suitable craft, and warehouse rent at unusually high rates, to be paid by importers. An additional hardship is the high transit duty upon coals going to Poland, which would be felt less if Government would grant warehouses for depositing coals in bond.

According to Tables below, there have been 8,414 lasts coal and coke imported more than in 1861. The exports to Poland and neighbourhood have also proved larger than in 1861 by 5,282 lasts. The local consumption of coke is limited to a few manufactories; the greater portion is provided by the Gas Company at a cheaper rate. In the course of last year (1862), 407 cargoes came for sale, bringing, as per custom-house list, about 2,220,449 cwt. coal and coke. During 1861, only 296 vessels arrived, with 1,702,737 cwt., which leaves about 517,712 cwt., or 8,414 lasts more for the year just ended. A keel of 21½ tons measures 7 lasts of 18 tonnen per 1 last Prussian.

| | | | Lasts. |
|---|---|---|---|
| The quantity received in 1862 measured | .. | .. | 36,082 |
| On hand from 1861 .. .. .. .. .. | .. | .. | 7,039 |
| | | | 43,121 |
| Of these were disposed—Inland .. .. .. | .. | 17,233 | |
| Sent to Poland .. | .. | 3,827 | |
| Railways, &c. .. | .. | 14,061 | |
| | | | 35,121 |
| Stock remaining 31st December, 1862 | .. .. | .. | 8,000 |

Present prices:—Machine coals, 10*l.* to 16*l.* per cargo from importers; smith ditto, 7*l.* to 10*l.* per 8 chaldron, or 1 keel; coke, 8*l.* to 12*l.* per keel of 11 tons, duty unpaid, but including freight to the town of Dantzig.

*Herrings.*

| | | | Barrels. |
|---|---|---|---|
| Imported from—Scotland | .. | .. | 75,010 |
| Norway | .. | .. | 31,000 |
| Holland | .. | .. | 150 |
| The coast | .. | .. | 125 |
| Total | .. | .. | 106,285 |

Stock remaining 31st December, 1862, 20,000 barrels, crown and full.

List of IMPORTED GOODS from the different Countries.

| | Britain. | Belgium. | Bremen. | Denmark. | France. | Hamburg. | Hanover. | Holland. | Lubeck. | Mecklenburg. | Italy. | Oldenburg. | Prussia. | Russia. | Spain. | Sweden and Norway. | Total Vessels. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Piece Goods and Machinery.. | 71 | 7 | 22 | 6 | 11 | 21 | 4 | 34 | 1 | .. | .. | .. | 67 | 6 | .. | 1 | 251 |
| Wine .. .. .. .. | .. | .. | .. | .. | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| Herrings .. .. .. | 93 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | 63 | 158 |
| Salt .. .. .. .. | 26 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 26 |
| Coals and Coke .. .. | 419 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 420 |
| Iron, Raw and Old .. .. | 28 | 29 | 2 | 12 | .. | .. | 10 | 23 | 2 | .. | .. | 4 | 1 | .. | .. | 10 | 121 |
| Timber and Wood .. .. | 2 | .. | 6 | .. | .. | 2 | 1 | .. | .. | .. | .. | .. | 4 | 1 | .. | .. | 16 |
| Stone, Bricks, Slate .. .. | 7 | 6 | .. | 1 | 1 | .. | 2 | 2 | .. | .. | .. | .. | 4 | .. | .. | .. | 23 |
| Tar, Pitch, Brimstone .. | 2 | .. | .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | 9 |
| Grain and Seed .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 1 | .. | .. | 3 |
| Chalk, Lime, Cement.. .. | 14 | .. | .. | .. | 4 | .. | .. | .. | .. | .. | .. | .. | 35 | .. | .. | 7 | 60 |
| Southern Fruits .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. | .. | .. | 1 | .. | 5 |
| Lead and Zinc .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. | .. | .. | 3 |
| Rags .. .. .. .. | .. | .. | .. | .. | .. | 1 | 5 | .. | .. | .. | .. | .. | 2 | .. | .. | .. | 8 |
| Cattle .. .. .. .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| Different Goods .. .. | 1 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 6 | 3 | .. | .. | 11 |
| Armature .. .. .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | 2 | 3 |
| Chalkstone and Ballast .. | 127 | 8 | 2 | 985 | 22 | 18 | 33 | 71 | 61 | 114 | .. | 13 | 399 | 29 | 2 | 146 | 2,030 |
| Total Vessels .. | 790 | 50 | 32 | 1,011 | 41 | 42 | 55 | 130 | 64 | 114 | 4 | 17 | 525 | 40 | 3 | 233 | 3,151 |

Value of IMPORTED GOODS.

| | 1862. | | 1861. | |
|---|---|---|---|---|
| | Quantity. | Value. | Quantity. | Value. |
| | Cwts. | Thalers. | Cwts. | Thalers. |
| Cotton and Cotton Ware .. .. | 2,056 | 123,360 | 5,842 | 128,520 |
| Lead and Lead Ware .. .. | 5,046 | 45,414 | 2,960 | 23,680 |
| Chemicals .. .. .. .. | 7,528 | 60,224 | 7,966 | 63,730 |
| Rosin .. .. .. .. | 2,626 | 21,008 | 5,420 | 14,900 |
| Saltpetre and Brimstone .. .. | 824 | 2,060 | 10,362 | 25,900 |
| Dyeing Materials .. .. .. | 10,893 | 87,180 | 4,059 | 23,800 |
| Soda.. .. .. .. .. | 39,214 | 143,785 | 20,572 | 82,290 |
| Ashes .. .. .. .. | 7,603 | 60,824 | 1,493 | 11,950 |
| Iron .. { Old .. .. .. | 74,393 | 123,987 | 132,478 | 220,795 |
| { Raw .. .. .. | 57,306 | 57,306 | 32,680 | 38,130 |
| Iron, in Bars and Rails .. .. | 307,889 | 718,400 | 208,193 | 485,781 |
| Iron Ware and Raw Steel .. | 91,300 | 304,330 | 170,037 | 566,460 |
| Tinplates .. .. .. .. | 7,383 | 73,830 | 3,205 | 32,050 |
| Hides .. .. .. .. | 5,736 | 143,400 | 2,299 | 57,470 |
| Wooden Machinery in connexion with Iron.. .. .. .. | 11,206 | 112,060 | 13,397 | 133,970 |
| Copper Ware .. .. .. | 2,324 | 97,608 | 934 | 39,230 |
| Malt Liquors .. .. .. | 5,394 | 53,940 | 4,587 | 45,870 |
| Spirits—Arrac, Rum .. .. | 3,226 | 54,842 | 3,040 | 51,680 |
| Wine .. .. .. .. | 16,943 | 321,916 | 12,318 | 209,400 |
| Southern Fruits .. .. .. | 5,859 | 58,590 | 5,901 | 59,010 |
| Pepper and Cinnamon .. .. | 4,321 | 51,850 | 4,677 | 56,124 |
| Cassia, Ingber, and other Spices .. | 464 | 12,528 | 614 | 12,280 |
| Herrings (barrels) .. .. .. | 106,137 | 870,000 | 80,447 | 788,110 |
| Coffee .. .. .. .. | 23,957 | 622,882 | 32,506 | 747,610 |
| Rice.. .. .. .. .. | 19,833 | 118,998 | 14,592 | 80,260 |
| Sugar and Molasses .. .. | 5,198 | 51,584 | 31,655 | 290,420 |
| Tobacco and Cigars .. .. | 2,447 | 85,470 | 4,869 | 146,070 |
| Tea .. .. .. .. .. | 356 | 24,920 | 1,116 | 66,960 |
| Oil—Cocoa, Palm, and Olive .. | 8,362 | 117,068 | 10,732 | 128,780 |
| Coals .. .. .. .. | 2,220,449 | 490,230 | 1,709,034 | 377,000 |
| Tin .. .. .. .. .. | 608 | 25,536 | 277 | 11,420 |
| Train Oil .. .. .. .. | 1,656 | 23,184 | 2,368 | 23,680 |
| Cement .. .. .. .. | 42,553 | 42,553 | 84,708 | 84,708 |
| Different Articles .. .. .. | 107,458 | 384,994 | 228,624 | 215,680 |
| Salt .. .. .. .. .. | 7,106 | 99,484 | 8,901 | 124,600 |
| Total .. .. | .. | 5,685,345 | .. | 5,468,310 |
| At 200 silvergroschen per £ sterling .. .. | .. | £852,802 | .. | £820,246 |

*Lead*, sent to Poland 3,979 cwt., from amount, 4,241 cwt. received. Prices, free of duty, are quoted 11*s.* to 12*s.* per cwt.

The short supply of *Old Iron* in 1862, compared with former years, is so small, that it appears not unlikely that importations from Holland, England, and Denmark will soon entirely cease, as prices, together with the heavy duty of 1*s.* per cwt., afford no inducement to compete with the Rhine and Silesia. A similar reference was offered in last year's report. In 1861 80 vessels brought 132,478 cwt., whereas 44 vessels, in 1862, conveyed 74,393 cwt. Notwithstanding this short importation prices continued low, without much variety.

*Raw Iron.*—Importations of 1862 (57,306 cwt.) are to be placed against 32,680 cwt. of 1861, which found a brisk demand for inland consumption. The price for approved mark valued from 1*s.* to 1*s.* 6*d.* sterling per cwt., duty unpaid.

*Average Exchange.*—Three Months' Bills on London. Two hundred and one silvergroschen per £1 sterling.

English Equivalents of Weights, Measures, and Moneys.

| | | |
|---|---|---|
| 1 Cwt. English | = | 1 Cwt. 1·6 lb. Prussian weight. |
| 1 Ton „ | = | 20 Cwt. 32 lbs. „ |
| 10½ Quarters „ | = | 1 Shipping last or 56½ Scheffel Prussian. |
| 1 £ sterling | = | 200 Silvergroschen or 20 Guilders. |
| | | 30 Silvergroschen or 1 Thaler = 3 Guilders. |

*Agriculture.*—Animal and vegetable produce of this district shows nothing particular. Domestic animals (as horses and horn cattle) employed in agriculture, vary in nothing with other parts of the country, save that the breed is of smaller growth, but generally larger and stronger than natives of neighbouring Lithuania, which latter are accustomed to more labour.

*Population.*—Since the last census in December 1861, little variation has taken place, but certainly more births than deaths have occurred. Among the latter, youth has suffered in proportion more than the middle and aged classes. Labouring population being fully employed, without complaint from either farmers, granary employers, or wood-cutters. Temperance societies cannot boast of many disciples. No great change in this respect.

*The Private Share Bank* continues a profitable concern; the business of 1862 far exceeds 1861. Declared dividend for 1862 is 6 per cent.

*Manufactories of Machinery* are becoming of consequence, in particular for agricultural purposes, which gives improvement to the farmers situation. The thinly-peopled country has much profited by the introduction of machinery in the provinces, as well as in exports to Poland, and lately into Russia, which, however, is a good deal impeded by the high *chaussée* duty.

There are about 80 *Iron Forges* in this neighbourhood for re-working old iron, coming chiefly from England and Holland. The high price of charcoal is a hindrance to their extension; and most likely should lowering the duty take place for new iron, many of the present existing forges would stop.

*Public Schools.*—There are several good schools under inspection of the authorities, but in particular a considerable gymnasium, where youths are prepared for the University under able tuition.

A *Commercial Academy*, where navigation and principles of trade are chiefly taught, continues very favoured and popular. Merchants prefer employing young men who have been scholars at this Institution. At present there are twenty-four scholars; eight left with good testimonials at Easter. This Institution was opened in 1832, and sent out 526 young men during this period.

There is nothing new to observe to the report of last year respecting lighthouses.

Dantzig, December 31, 1862.

## KŒNIGSBERG.

*Report by Mr. Consul Hertslet on the Trade and Commerce of that port for the year* 1861.

*Shipping and Navigation.*—The increase of commerce and navigation of this place is caused particularly by the rapid progress of agriculture in East Prussia. The transactions in grain during this year have been on a larger scale than ever before. The large imports from Russia and Poland, particularly the excellent harvest in East Prussia, enlivened, as in former years, commerce and navigation.

At Pillau—

| Years | Entered | | Cleared | |
|---|---|---|---|---|
| | Sea Vessels | Lasts | Sea Vessels | Lasts |
| 1861..... | 1,975 | 125,242 | 1,972 | 124,718 |
| 1860..... | 2,059 | 113,698 | 2,052 | 115,314 |

261 steamboats entered Pillau and 260 left the port.

Though the number of ships of 1860 surpasses that of 1861, still the latter represent a higher figure of lasts, and therefore the export of 1861 was larger than that of 1860.

Of the vessels entering and leaving Pillau, were:—

| Nationality | Entering | | | Leaving | | |
|---|---|---|---|---|---|---|
| | 1861 | | 1860 | 1861 | | 1860 |
| | Lasts | Vessels | Vessels | Lasts | Vessels | Vessels |
| British..... | 30,151 | 197 | 154 | 29,112 | 196 | 154 |
| Prussian ..... | 26,225 | 569 | 637 | 25,423 | 570 | 638 |
| Danish..... | 23,581 | 462 | 635 | 23,653 | 459 | 628 |
| Dutch ..... | 15,285 | 193 | 187 | 16,313 | 194 | 188 |
| Hanoverian..... | 10,289 | 202 | 191 | 10,223 | 201 | 191 |
| Norwegian..... | 10,291 | 210 | 180 | 10,555 | 211 | 179 |
| Swedish..... | 3,530 | 78 | 22 | 3,616 | 78 | 22 |
| Mecklenburg..... | 1,902 | 14 | 11 | 1,902 | 14 | 11 |
| Lubeck ..... | 1,207 | 7 | 5 | 1,190 | 7 | 5 |
| Russian..... | 891 | 13 | 11 | 860 | 12 | 11 |
| Oldenburg..... | 742 | 12 | 10 | 729 | 12 | 10 |
| Bremen..... | 573 | 3 | none | 573 | 3 | none |
| Hamburg ..... | 450 | 13 | 14 | 444 | 13 | 14 |
| American ..... | 72 | 1 | none | 72 | 1 | none |
| French..... | 53 | 1 | 3 | 53 | 1 | 3 |

Navigation at Kœnigsberg was opened on the 21st of March, and was closed by ice December 24th.

The harbour of Kœnigsberg—

| Years | Entered | | Left | |
|---|---|---|---|---|
| | Sea Vessels | River Crafts | Sea Vessels | River Crafts |
| 1861..... | 1,713 | 3,063 | 1,713 | 2,991 |
| 1860..... | 1,803 | 2,949 | 1,803 | 2,940 |

596 vessels arrived at Kœnigsberg in ballast, and 4 left the port without a cargo. Of the sea-vessels leaving Kœnigsberg, 1,430 were loaded with grain exclusively.

The 50 different steamers entering Kœnigsberg have made 224 voyages to Kœnigsberg, and generally in a regular course.

Seven vessels wintered at Kœnigsberg.

Freights were exceedingly low in spring, and did not even improve in the first months of summer; only in autumn they rose not inconsiderably; this circumstance, however, was of no advantage to the shipowners of this place, their vessels being generally employed in foreign countries.

The shipowners of this place had, at the end of the year, 22 vessels, of 3,964 lasts together.

*Trade and Commerce.*—At the railway station of this place—

| | 1861. Cwt. | | 1860. Cwt. | |
|---|---|---|---|---|
| Arrived | 1,197,042 | .. | 1,010,648 | of various goods |
| Left | 622,834 | .. | 413,425 | |

Grain and seeds have been shipped—

| | | |
|---|---|---|
| In 1861 | 1,144,721 | quarters. |
| In 1860 | 997,404 | „ |

That is to say—

| | | |
|---|---|---|
| Wheat | 354,269 | quarters. |
| Rye | 458,732 | „ |
| Barley | 106,090 | „ |
| Oats | 39,678 | „ |
| Peas | 56,413 | „ |
| Beans | 9,951 | „ |
| Tares | 20,601 | „ |
| Lin- Hemp- and Rapeseed | 98,987 | „ |
| Total | 1,144,721 | quarters. |

The import from Russia and Poland, by river, by rail, and by land carriage, was as follows:—

| | | |
|---|---|---|
| Wheat | 612,269 | quarters. |
| Rye | 180,005 | „ |
| Barley | 9,957 | „ |
| Oats | 23,114 | „ |
| Peas | 12,989 | „ |
| Beans | 267 | „ |
| Tares | 401 | „ |
| Linseed | 57,210 | „ |
| Rapeseed | 439 | „ |
| Total | 345,641 | quarters. |

Stocks at the end of the year were—

| | 1861. | | | 1860. | |
|---|---|---|---|---|---|
| Wheat | 52,000 | quarters. | .. | 55,000 | quarters. |
| Rye | 31,000 | „ | .. | 41,000 | „ |
| Barley | 7,500 | „ | .. | 8,600 | „ |
| Oats | 9,500 | „ | .. | 15,500 | „ |
| Peas | 11,000 | „ | .. | 14,700 | „ |
| Beans | 3,800 | „ | .. | 4,300 | „ |
| Tares | 3,500 | „ | .. | 3,600 | „ |
| Linseed | 6,000 | „ | .. | 4,100 | „ |
| Rapeseed | 1,300 | „ | .. | 5,400 | „ |

I will add here the stocks of the other articles of commerce at the end of the year.

| | 1861. | | 1860. | |
|---|---|---|---|---|
| Cloverseed | 2,850 | cwt. | 3,820 | cwt. |
| Thymothyseed | 1,500 | „ | 1,020 | „ |
| Flax | 24,000 | „ | 15,700 | „ |
| „ Codilla | 6,600 | „ | 7,700 | „ |
| Hemp | 26,300 | „ | 16,800 | „ |
| „ Codilla | 5,800 | „ | 2,900 | „ |
| Oil-cakes | 5,500 | „ | 2,900 | „ |
| Rape-cakes | 6,500 | „ | 8,700 | „ |
| Mats | 240,000 | pieces. | 225,000 | pieces. |
| Tallow | none | | 45 | barrels. |

It is obvious, from the foregoing figures, that the crop of 1860 has been an unusually rich one, and that the export of this place reached a higher value than ever before. The high prices of all products of farming have improved considerably the wealth of the landowners, not so much, it is to be feared, that of the corn merchants.

The considerable decline of prices during summer caused many severe losses, that were only partially balanced through a livelier demand and higher prices in autumn. The last crops of wheat and rye yielded a considerable quantity, though not equal to that of last year, but of an excellent quality, so that the average weight of the former was 62 lbs. (English) per English bushel, of the latter, 58lbs. per bushel. On summer corn such a favourable report cannot be given, though the demand in the western part of Germany, Holland, Sweden, and Norway, secured high prices to the farmer.

*Wheat*, in the beginning of January, was quoted 59*s.* for high mixed per quarter (weight, 62 lbs. per bushel), down to 54*s.* for red wheat per quarter (61 lbs.), which prices went down to the end of January about 5*s.* The rising tendency returned in February, and prices were kept up until May; but then reports from abroad being very dull, and the young crops looking very favourably, the quotations began to sink in June to 51*s.* per quarter (62 lbs.) and 47*s.* per quarter (61 lbs.). Towards the end of July, a demand sprang up for France, increasing in August and September, which made prices go up 5*s.* In November, the high rates of insurance made prices go down again; they closed at 57*s.* for high mixed (63 lbs.), and 54*s.* for red (63 lbs.).

*Rye* began at 30*s.* per quarter (58 lbs. per bushel), and fell in April 2*s.* 6*d.* The first half of May sent prices up to the former figure, but they went down very soon after, and were quoted at the end of June at 25*s.* (58 lbs.) In the middle of August bad reports on the harvest in Germany and Holland, and the insufficient result of the potato crop, made prices go up, and they reached their culmination in the beginning of November, of 33*s.* (58lbs.), but could not be held in that height, and went down a little.

*Barley* was in no great demand for exportation. Quotations did not fluctuate more than about 2*s.* 3*d.*, and closed with 26*s.* (52 lbs.) for large barley, and 24*s.* (50 lbs.) for small barley.

*Oats.*—France and England took a good deal of this article. Prices were 15*s.* per quarter (weight, 35lbs. per bushel) all the year round, except August and September, when oats could be had at 14*s.*

*Peas* met only a moderate demand until the middle of September, so that the prices paid in winter (34*s.* for white peas, 43*s.* green, 40*s.* grey) went down during summer 5*s.* per quarter. In September, the bad result of the potatoe crop sent up the prices of green and grey peas even as high as to 49*s.*, but that did not last a long time. In November they could be had 5*s.*, and in December 7*s.* cheaper.

*Tares* were quoted 25*s.* to 27*s.* in the beginning of the year, went down during summer 2*s.* 3*d.* The new crop in autumn fetched 28*s.*, but gave way to 26*s.*, in spite of an insignificant import.

*Beans* were very dull during the whole year, and the quotations of winter, 35*s.* to 36*s.*, went down to 32*s.* to 33*s.* in October, and were even a shade lower in December.

*Linseed.*—Demand from abroad was dull, on account of indifferent quality, and high prices being paid by the home demand. Prices were 40*s.* to 45*s.* per quarter (52 lbs. to 54 lbs. per bushel), and rose in autumn for the new harvest even as high as 51*s.*, though the quality was not very satisfactory.

*Rapeseed* began at 48*s.* per quarter, rose in spring to 51*s.* and 54*s.*, and in autumn to 55*s.*

*Cloverseed* appears to have yielded only an insignificant harvest in East Prussia, both red and white. For red cloverseed 54*s.* per cwt. was paid; for white, 60*s.*

*Thimothyseed* fetched 24*s.* to 30*s.* per cwt.

*Flax.*—The quantity of the crop of 1860 was below an average, and the quality but second rate. In Russia both corresponded with 1859. The import from Russia amounted to—

| | |
|---|---|
| 1861..... | 83,119 cwt. |
| 1860..... | 85,882 „ |

The export by river and by sea was insignificant, but that by railway to Germany was very important. Prices of overland crown flax began with £43 per ton, rose to £44, and went down again to £43 10*s.* The Russian crown sorts were quoted at £44 to £49, according to quality, but sank in autumn to £43 to £46. The demand was languid in general; it was most lively from the middle of August to the middle of September.

*Hemp.*—The export by sea, by river, and railway, and the home consumption, took altogether—

| | |
|---|---|
| Hemp..... | 28,500 cwt. |
| Codilla..... | 944 „ |
| Total.... | 29,444 cwt. |

The condition of this article was in general satisfactory; some of the higher marks were in want of a good colour. Prices in January ruled £1 to £2 higher than in December 1860, but the demand was languid, and only for East Prussia and Germany. The sale of codilla was interrupted through the import of large quantities of very low and cheap sorts of hemp. Prices were, at the close of the year—

| | £ | £ | |
|---|---|---|---|
| For fine Polish Hemp..... | 37 | @ 40 | per ton. |
| „ Russian Hemp..... | 28 | @ 34 | „ |
| „ Lower sorts ..... | 27 | @ 33 | „ |
| „ Codilla Hemp ..... | 15 | @ 25 | „ |

*Tallow* was of no importance during the whole of the year, and business was confined to inland production. There were no imports from Russia, except several parcels shipped from St. Petersburg direct here, which, however, did not touch the market, but went immediately to the consumers. In spite of the small stock, prices remained moderate, at 50*s.* 6*d.* to 54*s.* per cwt., in summer even at 49*s.* 6*d.* This circumstance prevented any import from Russia, the prices there ruling higher than here. At the end of the year, tallow was quoted 55*s.* 6*d.*, in consequence of home demand.

*Linseed Oil* fetched, in the beginning of the year, 31*s.* to 31*s.* 6*d.* per cwt. (without barrel). Prices did not rise before the middle of July, when the supply could not meet the demand, to 35*s.* to 35*s.* 6*d.* In December they were even as high as 37*s.* 6*d.* to 38*s.*, many millers having suspended the working of their mills, not finding any profit, on account of the high prices of linseed.

*Rapeseed Oil* was in good demand all the year. Transactions cannot be called insignificant, considering the orders that were sent from Poland, and fulfilled by railway. Prices began at 36*s.* 6*d.* to 36*s.* 10*d.* (without barrel) per cwt., rose to 38*s.* to 39*s.*, and closed at 39*s.* 6*d.* on delivery in January and February, 1862.

*Oil-cakes* were quoted 7*s.* per cwt. all the year, for prime quality. The export to Great Britain amounted to 73,382 cwt., a great part of which had come from Tilsit. Business in this article is not carried on in the same scale as before the reduction of the import duty on linseed oil.

*Rape-cakes* are no more exported. The farmers of East Prussia have found out the value of this article, and keep it for their own cattle. Prices were 5*s.* to 6*s.* per cwt., according to quality and demand.

*Hides, Cattle.*—Imports from Russia have ceased entirely, but several thousand pieces arrived from America. Prices ruled high all the year.

| | *s.* | *d.* | | *s.* | *d.* | |
|---|---|---|---|---|---|---|
| Ox-hides..... | 18 | 0 | @ | 33 | 0 | a-piece. |
| Cow-hides..... | 16 | 6 | @ | 19 | 6 | „ |
| American hides.... | 0 | 7 | @ | 1 | 0 | a-pound. |

*Horse Hides* were in good demand, and fetched 9*s.* to 11*s.* a-piece.

*Calf Skins* were in good demand from January till April; afterwards they were dull. Business was done in 120,000 pieces of Prussia, and 6,000 of Russian sort. For the latter was paid 1*s.* 3*d.* to 1*s.* 4*d.* a-pound; for the former, 225*s.* to 400*s.* for a hundred pieces, according to quality.

*Fine Sheep Skins* were in good demand, and prices firm, from 120*s.* to 390*s.*, according to quality. Business was done on 130,000 pieces of first, and 20,000 of inferior quality.

*Wool* was not in good demand, and prices had a declining tendency; 13,000 cwt. were brought to the wool market, 7,000 of which had been sold before on delivery. For the rest was paid as follows:—

| | *s.* | | *s.* | |
|---|---|---|---|---|
| Middling quality..... | 210 | @ | 228 | per cwt. |
| „ fine..... | 225 | @ | 240 | „ |
| Fine..... | 240 | @ | 282 | „ |

At the close of the year, prices were quoted 21*s.* to 24*s.* under the figures mentioned above. Other sorts were of course materially cheaper, as far down as 54*s.* to 90*s.* per cwt. This article is not exported by sea, but is forwarded to Germany.

*Rags.*—Business went on pretty well. Prices rose 6*d.* per cwt. in July, but lost it afterwards again. For unbracked parcels 9*s.* to 9*s.* 6*d.* per cwt. were paid. Some cargoes were sent to England in consequence of orders having been given in 1859, which was not the case after the beginning of the American Civil War. Prices, however, did not give way, and were quoted, for the superior sort, 14*s.* to 14*s.* 8*d.* per cwt.

*Bones.*—Prices ruled high during 1861, 4*s.* to 4*s.* 2*d.* per cwt.

*Bristles.*—The lively demand in the beginning of the year fell off

as soon as the American War broke out, and prices went down 10 per cent. No improvement is to be expected before the end of the war.

Prices were—

| | s. | d. | |
|---|---|---|---|
| For white, shoemakers..... | 4 | 7 | a-poun |
| „ grey, „ ..... | 3 | 9 | „ |
| „ white, crown I..... | 2 | 6 | „ |
| „ „ „ II..... | 1 | 3 | „ |
| „ grey „ I..... | 2 | 2 | „ |
| „ „ „ II..... | 1 | 2 | „ |
| „ brack..... | 0 | 6 | „ |

*Horse Hair.*—Very lively, and prices high; the demand was met by a considerable import from Russia. Prices, however, of the Russian parcels are difficult to be given, on account of the irregular condition, and Prussian hair was always preferred. Prices were, for Prussian long horse hair, 135*s.* to 144*s.* per cwt.; second sort, 99*s.* to 105*s.*; mane hair, 60*s.* to 66*s.* per cwt., all according to quality.

*Feathers.*—Export in this article was insignificant.

*Wood.*—The high river duties mentioned in my last report have not yet been abolished, and prevent a profitable trade in sleepers. Prices in general have a rising tendency; but, as a trade, the wood trade of Kœnigsberg is of no importance.

*Manufactured Goods.*—The "*en gros*" business was as dull as in 1860, on account of the unfavourable financial state of Russia. The low exchange of Russian paper renders business impossible to both parties; as Russian buyers would have to lose 16 to 17 per cent. of their money, which they cannot possibly recover on the goods.

*Colonial Goods.*—Business went on as usual. The high duty of 3*s.* per cwt. on rice prevents this article being bought by the working classes. The demand from Russia for colonial goods has been livelier than in 1860; it is still restricted by some formalities. A railway to Pillau would enlarge the trade in this article immensely, because, as it is now, the merchants have to buy large stocks in autumn, and to lose interest, warehouse rent and insurance during winter.

*Tea.*—No great activity. Tea being allowed to enter into Russia from and after the first of April, 1862, at a fixed duty—it was prohibited before—made the Russian buyers afraid. Whether, under the new conditions, Kœnigsberg will keep this trade, is uncertain.

The official depôt storing rooms at the railway station cause much annoyance to the merchants, by their being too small.

*Hardware and Ironware.*—Business is declining.

*Spirit of Wine.*—No exports took place, prices at Stettin and Dantzig ruling lower than here. In summer, Stettin imported into Kœnigsberg. The quotations of the Berlin Exchange influenced those of the Kœnigsberg Exchange entirely. Prices were—

| | Without Barrel. | | | | With Barrel. |
|---|---|---|---|---|---|
| | s. | d. | s. | d. | s. |
| In January..... | 66 | 0 @ | 67 | 0 | .. 70 |
| „ April..... | 62 | 0 @ | 62 | 6 | .. 65 |
| „ September..... | 64 | 0 | | | |
| „ October..... | 68 | 0 | | | |

Prices on delivery were, including barrel—

| | On Winter 1861-62 Delivery. | | | On Spring 1862 Delivery. | |
|---|---|---|---|---|---|
| | s. | d. | | s. | d. |
| In August 1861 ..... | 61 | 0 | .... | 60 | 0 |
| „ September-October 1861. | 63 | 0 | .... | 63 | 6 |
| „ November-December „ | 57 | 0 | .... | 60 | 0 |

All prices to be understood per 8,000 degrees according to the scale of Tralles.

*Herrings.*—The imports consisted of—

| | 1861. Barrels. | | 1860. Barrels. |
|---|---|---|---|
| Norwegian Spring Herrings..... | 32,143 | .. | 77,300 |
| „ Fat „ ..... | 12,944 | .. | 9,550 |
| Scotch „ ..... | 14,945 | .. | — |
| Dutch „ ..... | 60 | .. | 14,490 |
| Pomeranian „ ..... | 5,065 | .. | 4,110 |
| Total..... | 65,157 | .. | 105,450 |

That is to say, 40,293 barrels less than in 1860. This difference is caused principally by the deficiency of the Norwegian spring herrings.

14,100 barrels of Norwegian Herrings,
9,000 „ „ Scotch and others,

23,100 barrels,

went to Russia, whilst in 1860 45,820 were sent to that country. Duty was paid for 38,900 barrels, which remained in Prussia for consumption, including 3,230 barrels to fill up the bracked transit barrels. For Norwegian spring herrings mark banco 20 were paid, but they gave way gradually to mark banco 18, afterwards 16, finally 14, per barrel, free from on board, and sold to Russia, 36*s.* to 28*s.* 6*d.* per barrel, bracked and packed without duty. Norwegian fat herrings, Scotch and Pomeranian herrings, were in good demand.

*Iron.*—Pig and raw iron were imported—

1861..... 100,900 cwt.
1860..... 101,798 „

Besides, there were imported—

| From | Hammered and Rolled | | Cast Iron | In all |
|---|---|---|---|---|
| | Wrought Iron | Fine Iron | | |
| | Cwt. | Cwt. | Cwt. | Cwt. |
| The Zollverein ..... | 31,698 | 29,054 | 2,928 | 63,680 |
| Other countries ..... | 25,223 | 6,329 | 9,901 | 41,453 |
| Total..... | 56,291 | 35,383 | 12,829 | 105,133 |

Compared with former years :—

| From | 1861 | 1860 | 1859 | 1858 | 1857 |
|---|---|---|---|---|---|
| | Cwt. | Cwt. | Cwt. | Cwt. | Cwt. |
| The Zollverein ..... | 63,680 | 42,539 | 39,735 | 28,428 | 26,612 |
| Other countries ..... | 41,453 | 22,555 | 8,126 | 10,141 | 18,440 |
| Total.... | 105,133 | 65,094 | 47,861 | 38,569 | 45,052 |

The merchants feel much annoyed by the protective duties on iron.

*Salt.*—A monopoly of the Government transit to Russia was insignificant, and left a loss to the parties concerned.

*Coals.*—The demand is rising continually since the opening of the Russian railways. Coals were imported—

In 1861..... 692,429 cwt.
„ 1860..... 664,233

*Linen.*—Business is declining more and more, and no exportation worth mentioning.

*Bills and Funds.*—Business in bills of exchange has been very considerable, though the cargoes sent to Pomerania and to the two Rhenish provinces have generally been reimbursed through the Royal Prussian Bank. The exchange on London is rather higher than in 1860. Business in funds, bullion, and shares, was of no great importance, though all the quotations have gone up, and particularly the shares of the "Private Bank" of this place, which are now close to par.

*Carrying Trade* has been about the same as that of 1860. During summer it was very lively to Russia, but did not, as formerly, touch Tilsit and Tauroggen, at which latter place it used to cross the frontiers. It now goes direct along the new railway line, Kœnigsberg-Eydtkuhnen-Kowno. When the Russian ports were all closed by ice, it had its liveliest period, but ceased entirely as soon as the navigation between here and Pillau was frozen up. Therefore a railway from here to Pilau is most earnestly to be wished for, and would secure to Kœnigsberg a continual forwarding trade.

*Industries.—The Sugar Refineries* had a very unfavourable year, even more so than in 1860, in consequence of the geographical position of the provinces of East and West Prussia in the Zollverein, and the competition of the beet-root sugar, which enjoys an export bonification. No improvement may be expected under the present system of duty.

*The fabrication of Iron in bars* has had no favourable result. Though the demand was sufficient, prices were too low. The cause is, that too much of this article is produced in the Zollverein.

*The Iron Founderies* were well employed, particularly in producing all sorts of agricultural implements. Their other produces were not so much sought for as in 1860, when the Kœnigsberg-Eydtkuhnen Railway was being constructed.

*The Tobacco Manufactories* were well employed; but they had to pay too high prices for the raw material, as well for that from East Prussia as for the American.

*The Shoddy Factory* has exported 4,000 cwt. of shoddy to England, a quantity not corresponding with the largeness of the establishment. The raw material (rags) could easily be procured; but the American war made prices go down in England, and that was the only reason why the fabrication was temporarily suspended.

*The Manufactory of Tapestry* has been very well employed; likewise

*The Manufactory of Carded Wool;* though the gradual progress of similar establishments in Russia diminished somewhat the demand for the latter article.

*The Saw Mills* could not meet all the orders for cutting wood.

*The Pianoforte Manufactories* have met a very lively demand; besides the province of Prussia a good many were sent to Poland and Russia.

*Burnt Lime* was in regular demand; likewise

*Plaster of Paris*, the latter article being very cheap.

*Ground Bones* are in an increasing demand.

*The Steam Flour-mills* were prevented from increasing their working by the octroi.

*The Linseed Oil fabrication* has ceased entirely, in consequence of the geographical position of East Prussia in the Zollverein.

*Public Works.*—Three steam dredging machines have deepened a length of four English miles in the Haff between here and Pillau, from 10 to 10½, to 14 and 16 feet, in a width of 264 feet.

The Northern Mole at Pillau has not been hurt by the storms; but the Southern Mole very much so, and the reconstruction of the masonry required a good sum of money. Both have been lengthened 144 feet.

The lighthouses of Pillau and Brüsterort are in the best condition.

The water-way to Russia has been very much complained of. A steamboat, without any cargo, spent five days in getting from here to Tilsit, some parts of the River Memel being not deeper than $2\frac{1}{2}$ feet. A steam dredging machine has been petitioned for and promised, but nothing beyond the design of it has as yet been accomplished.

*General Remarks.*—The abolition of the transit duties has been received very favourably everywhere, but it is to be lamented that certain formalities have been revived to prevent transit goods remaining in Prussia. This is totally unnecessary, for it is a certainty that East Prussia produces larger quantities of corn and grain than it consumes. The same reason makes the abolition of the import duties desirable, as they do not yield much in good years, and injure the poor, whenever the harvest has been unfavourable. A great deal of good is expected from the commercial treaty with France. A French ship has been for a long time and is still a phenomenon in this port, while in former centuries a lively intercourse was carried on between the two countries. A great indignation prevails everywhere against the protective system, with exception, of course, of the few favoured parties; and public opinion is growing stronger in favour of free trade every day.

The monopoly of salt is the object of continual attacks and abuses. It has been proved, that the Government would have done better by establishing a fixed import duty. Besides, it injures the farmers in feeding their cattle, the dyers, the bleachers, the glass, silk, soda and natron manufactories, and many others. But all this together cannot be compared with the sufferings this monopoly imposes on the poor man; in fact, it operates like a poll-tax, the hardest form of a tax possible. The Corporation of Merchants express themselves very justly in their annual report: "Our financial institutions may be excellent, but a country making iron and salt financial resources cannot possibly develop itself to its natural strength and welfare."

There is still no Custom-pratique at the railway station, a want causing much annoyance to the merchants and to the public.

An alteration of the laws relating to fire insurances, dating from 8th of May, 1837, is asked for by the Corporation of Merchants.

The telegraph tariff has been reduced.

The law ordering the introduction of the "General German Commercial Law Book," from the 1st of March, 1862, has been received with great satisfaction; particularly because it has been drawn up by merchants only, and has done away with a great deal of old and obsolete institutions, tending only to deceive people, and securing sinecures and power to men who did not deserve them.

The want of a railway to Pillau is felt more and more, but there is now a chance of its being constructed.

Statistical information of any sort is most difficult to be collected at Kœnigsberg.

The State does not appear to see any use in controlling the yearly import and export lists, and there is no public functionary who has to look after this work, which is considered of so much importance in other commercial countries. The Custom-house register only notices articles which pay duty, and omits all other articles, such as oil-cakes and transit goods.

The export lists are, in a measure, registered by the sworn ship-brokers, but likewise in a light manner, and of the import they hardly take any notice. On this acccount no reliable information is obtainable, but it is pretty certain that the commerce of Kœnigsberg must exceed the estimates which I have been enabled to make by several millions of thalers. Since my residence here, I have taken all means in my power to make the Government commercial authorities pay more attention to this subject, but hitherto with but small success.

Kœnigsberg, July, 1862.

## MEMEL.

*Report by Mr. Vice-Consul Campbell on the Trade, &c., of Memel for the Year* 1862.

### Trade and Commerce.

The year 1862 has, on the whole, not been a prosperous one, nor has it brought any favourable results. Scarcely any branch of business has prospered, and great losses have unfortunately been sustained, occasioned by accidents which in some degree might have been prevented, had we been in possession of the canal so long promised us by Government.

In no year, perhaps, has the want of railway communication been so severely felt as in the past. Up to the end of April our roads were so completely blocked up with snow as to entirely prevent the usual sledge communication, and consequently the supplies and produce which reached us from the interior by this channel in former years, found their way to those ports which were most easily accessible.

The opening of our navigation brought a little life into business, but the tone remained languid throughout the summer; towards autumn things began to look better, and we hoped for a spirited trade; but these hopes were blighted by the setting in of frost, and on the 6th November the Curisch Haff was covered with ice, which, however, on the 9th of the same month gave way, going out to sea, and tearing with it about 11,000*l.* worth of timber. The cold gradually increased until the middle of December, when the thermometer fell to 20° Reaumur, and completely closed our navigation.

During the whole year we had about 18 feet of water on the bar, but, notwithstanding this advantage, the arrivals during the year were only 876 ships, measuring 107,849 lasts, against, in 1861, 864 ships, measuring 108,768 lasts; in 1860, 979 ships, measuring 120,552 lasts.

The number of ships which left the port was 886, measuring 110,722 lasts, of which only 175 were laden with grain and linseed.

If we compare the quantity of grain exported last year with that exported in 1860 and 1861, we find, as the following statement will show, a considerable falling off in—

| | 1860. | 1861. | 1862. |
|---|---|---|---|
| | Lasts. | Lasts. | Lasts. |
| Wheat .. .. .. .. | 220 | 90 | 77 |
| Rye .. .. .. .. | 14,380 | 7,600 | 6,276 |
| Barley .. .. .. .. | 1,750 | 1,700 | 942 |
| Oats .. .. .. .. | 2,820 | 690 | 129 |
| Peas .. .. .. .. | 455 | 83 | 18 |
| Linseed .. .. .. .. | 5,310 | 3,360 | 1,573 |
| S. Linseed .. .. .. .. | .. | .. | 105 |
| Rapeseed .. .. .. .. | 10 | .. | .. |
| Total .. .. .. | 24,945 | 13,523 | 9,120 |

Therefore, in the year 1862 we exported one-third less than in 1861, and almost two-thirds less than in 1860. It is true that our neighbouring port, Konigsberg, also exported about one-sixth less than in 1860; but, nevertheless, the business done there in grain during the past year proved very remunerative, and it is a fact which cannot be disputed, that the export of Königsberg and Danzig is increasing, whereas that of Memel is decidedly decreasing, and this can only be attributed to the want of railway communication.

Königsberg is already connected by railway with the interior of Russia, and can draw its supplies from thence during the whole year;

whereas we are limited to water communication, which is unforrtunately closed for five or six months out of the twelve.

I will, therefore, endeavour to show the position which Memel occupies, and the advantages it would derive from railway communication.

Memel is situated at the efflux of the Curisch Haff into the Baltic Sea, and the river Niemen discharges its waters into this Haff about 30 miles from Memel; into the Memel (Niemen) flows the Igara, a river connected with the Oginski Canal; and into this latter flows the Tassiolda, a river which is connected with the great Dnieper—in one word, therefore, the water communication between the Baltic and Black Seas is complete. These rivers traverse the finest and most beautiful provinces of the Russian empire, possessing inexhaustible riches in animal, vegetable, and mineral produce.

The Dnieper and the Prepet are navigable for steam vessels—the latter, however, only for flat-bottomed ships, until it reaches the Niemen; this hindrance is, however, now modified since the construction of the new lines of railway in Russia, which make the connecting link complete. In the absence of moderate, or even any means of communication, it has as yet been very difficult to trade to any extent with these provinces; now, however, the means of communication having improved, their trade is increasing, and a great future undoubtedly awaits them. The shortest and most natural shipping port for the produce of these provinces is Memel, but that only when the Tilsit Insterburg line of railway (now being constructed) connects our port with the great Russian lines, seeing our water communication is impeded by ice during one-half of the year.

The harbour of Memel is the best, or, at all events, one of the best in the Baltic. Vessels drawing 17 feet of water can at all seasons enter and leave the port, and an unlimited number of ships can lie in its harbour in perfect safety. The establishments requisite for loading and discharging vessels, as also the Custom and other public offices, are also in the immediate vicinity of the harbour. The most important advantage, however, which Memel possesses over the other ports is, that its communication with the sea is never impeded by ice, even in winter; and on very rare occasions does drift ice interfere with our shipping. During the Russian War, in 1854 and 1855, by far the greatest portion of the export and import of the whole Russian empire passed through Memel, which facts show beyond a doubt the splendid geographical position which Memel occupies, and its importance as a mercantile port. A great many of these exports and imports which passed through Memel during the war, would even now, under ordinary circumstances, find their way to Memel, it being the cheapest and nearest seaport. Our principal articles of export are timber (which article constitutes one-half of the total value of our exports), flax, hemp, grain, rags, linseed, linseed-cake, and calf-skins; the imports consist chiefly of coals, salt, and herrings.

When we come to consider in how far our principal article of export, viz., timber, would be of advantage to a railway, we must admit that it would not, perhaps, be of direct advantage to it, but certainly it would be of indirect benefit to it, which point I will hereafter refer to. The other articles, however, exported from our port would doubtless have recourse to railway transit, because our inland water communication is sometimes closed so early as the middle of October—at all events, it is by that time so impeded by ice as to render shipments dangerous, and on that account the whole mass of grain, flax, hemp, and linseed, the produce of the new harvest in Russia, can only reach us in the following May, and from the most distant provinces, even so late as August and September. It must also be borne in mind that in Russia money costs from $1\frac{1}{2}$ to 2 per cent. per month warehousing and insuring are also very high and hazardous:

there is no doubt, therefore, that the Russian producers would prefer sending their goods by railway to Memel, to get them instantly shipped and converted into money, rather than to store them at such expense in Russia. Of all our import articles, perhaps coal is that which can prove of most advantage to a railway. The freight of coal to Memel is very much lower than to any other Baltic port—for instance, when the average freight to Pillau is 9*l.* per keel, to Königsberg 10*l.*, to Swinemünde 11*l.*, to Copenhagen 10*l.*, we can import at 5*l.* to 5*l.* 10*s.*, so that we are able to import a good Newcastle coal at 13*l.* and 14*l.* per keel, cost and freight. This may be accounted for by our important and extensive export of timber, which at all times insures a good outward freight to those vessels which visit our port. Being thus enabled to import coals at so low a rate of freight, Memel is naturally called upon to supply many of the Russian and Prussian railways, and on many occasions even Königsberg itself had recourse to our market.

During the past year our import of this article was much larger than heretofore, and we have every reason to believe that our import will increase in conformity with the demand and the extension of the trade. A very small portion of the salt and herrings which we import is here consumed, by far the greater part being forwarded to Russia. It cannot, therefore, be attributed to the geographical position of Memel that its trade is not increasing, nor can its merchants be accused of deficiency of intellect, or want of industry; but the sole cause is the want of railway communication. Were the competition between Memel and its rival city Königsberg limited to the advantages derived from the best water communication with Russia, then would Memel in every respect be able to compete with its neighbour, because the latter city is only connected with Russia by means of canals and other intricate navigation; but Königsberg being now directly connected with the great Russian lines, has already drawn from us a great portion of our trade—a very different case, however, it would be, were Memel to become connected with the Russian lines, for then would its former trade not only return, but, having the advantage of an open harbour all the year round, would enable it to draw a much greater portion of the Russian trade to its port than it ever had before.

A second matter of great importance to our trade would be the construction of a canal between the river Niemen and this city, so as to enable rafts of timber and tender craft to reach the port without having, as at present, to encounter the dangers of the Curisch Haff. It is proposed to cut this canal from the river Niemen into the river Minge, and from thence into the Smettelle, a small river which runs into the Curisch Haff about two miles from Memel. The great losses to which our timber merchants are liable from the present dangerous navigation across the great Haff to Memel would thus be avoided, and this circumstance alone ought to make the construction of the canal a necessity. Had this canal been constructed last autumn, the great losses alluded to in the commencement of my Report would have been avoided.

Government has now, however, promised to commence the works early this spring, and the cost has been estimated at about 714,000 roubles; but it is thought that it will be done for 100,000 roubles less, on account of a valuable stratum of amber having been discovered along the line which the canal is to traverse.

*Harbour Works.*—Great progress has been made with these works during the past year: the piers have been extended and strengthened, and they withstood the storms which we experienced in November and December last without injury. The winter harbour is also rapidly approaching its completion.

*Timber.*—The present position of the timber trade is, unfortunately, such as to offer very little encouragement for the future. Year after year our merchants are compelled to pay higher prices for their timber in Russia and Poland—firstly, because the forests are gradually becoming more distant from the rivers and water communication; and, secondly, because labour has become more expensive since the emancipation of the serfs; added to this, all the timber-floats which reach Memel require to be re-formed at Russ (a village which lies at the mouth of the Niemen), so as to enable them to pass over the Curisch Haff. These expenses are very heavy, and almost make it impossible for our merchants to compete with those of the other timber-exporting ports.

During the past year the timber trade in general did not prove remunerative, notwithstanding the stocks were pretty nearly cleared off. The American War had a great influence on the foreign markets, particularly the English, and, when sales were effected, the prices were so low as to leave little or no profit to the exporter.

Red and white square timber was most sought after in the English market, no doubt because the quality shipped at Memel is superior to that supplied at any other of the Baltic ports. Inferior articles, however, were sent into the market from other ports, and offered at low rates, which caused prices to fall from 2*l.* 12*s.* 6*d.* to 2*l.* 5*s.* for 50 running feet, free on board. The demand from England for deals and planks was very limited, whereas that from Belgium was rather lively, but business did not prove remunerative. Oak staves are still very difficult to get rid of, owing to the English, French, and Portuguese markets being glutted with an inferior article imported from America, and in consequence of this prices ruled very low.

There has been a fair demand for railway sleepers, and this branch of business is annually increasing. It is true great profits have not been made, but, nevertheless, the trade has been tolerably remunerative.

The arrivals of timber during the year 1862 were as follows :—

| | | Quantity. | Value. |
|---|---|---|---|
| | | | Roubles. |
| Square Timber .. .. .. | schock | 1,762 | 1,145,300 |
| Round Wood, red .. .. .. | „ | 1,123 | 393,050 |
| „ white .. .. .. | „ | 654 | 196,200 |
| Oak Staves .. .. .. .. | .. | 14,897 | 521,395 |
| Wainscot .. .. .. .. | pieces | 6,680 | 97,900 |
| Square Timber .. .. .. | schock | 60 | 60,000 |
| Sleepers, wood.. .. .. .. | „ | 900 | 157,500 |
| „ „ .. .. .. | .. | 500,000 | 266,666 |
| Oak Boards .. .. .. .. | .. | 36,000 | 27,000 |

*Grain.*—In the beginning of my Report I stated that the grain trade was gradually decreasing from year to year, and I now repeat that in every article there has been a decided falling off. The export of grain during 1862 was as follows:—

| | Lasts. |
|---|---|
| Wheat .. .. .. .. .. .. | 77 |
| Rye .. .. .. .. .. .. | 6,276 |
| Barley .. .. .. .. .. .. | 942 |
| Oats .. .. .. .. .. .. | 129 |
| Peas .. .. .. .. .. .. | 18 |
| Hempseed .. .. .. .. .. | 8 |
| Linseed .. .. .. .. .. | 1,573 |
| S. Linseed .. .. .. .. .. | 105 |
| Total .. .. .. .. | 9,128* |

* 9,128 lasts = 95,844 imperial quarters.

*Flax.*—The business done in flax was of a very fluctuating nature. During the months of February and March prices rose from 92 to 100 silbergroschens for 31 lbs. 4 brand; but towards the end of May large arrivals reached us from Russia and Poland, which overstocked our market, and prices receded from 100 to 90 silbergroschens. In August, however, a lively demand sprang up in the English markets for this article, and towards the end of October our stocks were cleared off at prices averaging 120 to 121 silbergroschens per 31 lbs.

79,914 cwt. were exported during the year. It is worthy of remark that the flax which reached our market was the produce of the Russian provinces, which lie immediately in our vicinity. Our merchants used their best endeavours to obtain parcels of the fine Wilna flax, which formerly found its way to Memel, but they were unable to procure it, the Eydtkuhn Railway having conveyed it to Königsberg during the months our market was inaccessible.

*Rags.*—At the commencement of the year our rag trade was at a complete stand still, owing to the American civil war, and prices were merely nominal, say 140 silbergroschens per cwt. The abolition of the paper duty in England, and the large importation of Italian rags into that kingdom, acted injuriously on our market, and during the summer prices fell to 131 silbergroschens per cwt., and even at these rates it was almost impossible to effect sales. Towards the autumn, however, a reaction took place, and prices advanced to 157½ silbergroschens per cwt., at which rate several contracts were made. During the year 96,674 cwt. were exported.

*Bones.*—Only 3,560 cwt. of bones were exported during the year, and this branch of our trade is annually decreasing.

*Skins.*—300,000 calf skins reached our market from Russia, two-thirds of which number were exported to England, and the other one-third to Southern Germany, at prices varying from 11 to 16 silbergroschens per lb. 69,160 goat skins were shipped to England.

## Import Articles.

*Herrings.*—During the past year the arrivals of herrings were very large, exceeding even in quantity the imports of the years 1854 and 1855, when the Russian ports were blockaded.

| | Barrels. |
|---|---|
| From Norway .. .. .. .. | 28,951 |
| „ Scotland .. .. .. .. | 9,715 |
| „ Inland .. .. .. .. | 560 |
| Total .. .. .. | 39,226 |

The reason of this increase in import is probably attributed to the favourable result of the last year's fishing, both in Norway and Scotland. Prices were low, which naturally caused an increase in the consumption, and consequently at the close of the year our stocks on hand were proportionately small, viz., 2,750 barrels of Norwegian, and 1,330 barrels of Scotch.

The reports which reached us from Norway in the commencement of the season, regarding the favourable result of the winter's fishing, caused purchasers to be very cautious, and when the first arrivals reached us, sales were with difficulty effected at 5¼ dollars per barrel (in bond), and shortly thereafter prices fell to 4¾ dollars. During the summer months there was a fair demand, and prices advanced to 5½ and even 6 dollars per barrel, at which prices the season closed.

The trade in Scotch herrings was animated throughout the autumn. Prices opened at 11½ to 11⅔ dollars per barrel, but when the favourable result of the fishing became known, they receded to 10 dollars per barrel, which was obtainable at the end of the year.

*Salt.*—The quantity of salt imported during 1862 was considerable, viz., 739,712 cwt.; the demand, however, was good throughout the year, and our stocks had not increased when the navigation closed, but, on the contrary, somewhat diminished, being 134,500 cwt. against 205,000 cwt. in 1861. The prospects of the trade for the present year are not encouraging, very large arrivals being expected from the Mediterranean, and it is to be feared that when the season closes a large quantity will have to be taken to store.

It is to be hoped that the Russian Government will be induced to permit Liverpool salt to be exported into Russia by land carriage as well as water, because the present prohibition is most detrimental to our trade during the months in which our navigation is closed. Prices ruled as follows:—

| | s. d. | s. d. | |
|---|---|---|---|
| St. Ubes .. .. .. | 5 3 to | 5 6 | per 378 |
| Liverpool .. .. .. | 5 0 „ | 5 6 | „ |
| Torrevieja .. .. .. | 6 0 | | „ |

*Coals.*—157 ships, laden with 955,000 cwt. of coals, entered our port during 1862; this quantity, however, proved too great for the demand, and we commenced the present year with a stock of 110,900 cwt. The contracts entered into for the Russian railway, consisting of 25,714 tons, were all fulfilled in the end of July. Immediately thereafter prices gave way at least 2*s.* per ton, and remained low throughout the year.

*Freights.*—At the commencement of the year vessels were in fair demand, and freights were, at all events, remunerative to the shipowner.

The following freights were paid:—Round sleepers, per load, to Newcastle, 17*s.*; planks, per standard, to Grimsby, 2*l.* 8*s.*; square timber, per load, to Dublin, 1*l.* 1*s.*; rags, per ton, to London, 2*l.* 2*s.* 6*d.*

During the summer the demand for vessels decreased, and freights consequently went down to the following quotations, but again improved a little towards the close of the year:—Square timber, per load, to coal ports, 12*s.*, to London and Cardiff, 16*s.*; boards, per last, to Antwerp, 16 florins; rags, per ton, to Leith, 1*l.* 8*s.*; seeds, per quarter, to Hull, 2*s.* 6*d.*; wheat, per quarter, to London, 3*s.* 3*d.*

Memel, March 19, 1863.

# RUSSIA.

## ARCHANGEL.

*Report by Mr. Consul Renny on the Trade of the District of Archangel for the Year* 1862.

### Shipping and Navigation.

The amount of shipping entered and cleared during the past year has again been above the average. The same remark applies to British shipping, although it shows a slight decrease on the amount in 1861. Next in importance to the British comes the Danish shipping, which this year amounts to 110 vessels of 14,648 tons, an increase over 1861 of 18 vessels and 1,938 tons. It is principally engaged in carrying oats to Great Britain, a preference being given in this trade to small or so called "handy" vessels, a description which, under the British flag, has of late years been on the decrease. The participation of British shipping in the indirect carrying trade has been smaller than usual this year, but this fact is not suggestive of further comment.

The subjoined Table will show the total number and tonnage of vessels cleared from the port in the last five years, distinguishing the amount of British shipping, and its share in the indirect carrying trade.

| Years. | Total. | | British. | | British Indirect Trade. | |
|---|---|---|---|---|---|---|
| | Number of Vessels. | Tonnage. | Number of Vessels. | Tonnage. | Number of Vessels. | Tonnage. |
| 1858 .. .. .. | 394 | 74,425 | 158 | 32,480 | 7 | 1,228 |
| 1859 .. .. .. | 537 | 102,236 | 202 | 43,614 | 4 | 1,194 |
| 1860 .. .. .. | 444 | 86,989 | 191 | 40,618 | 10 | 2,129 |
| 1861 .. .. .. | 527 | 97,997 | 230 | 45,785 | 20 | 4,186 |
| 1862 .. .. .. | 546 | 102,023 | 217 | 45,084 | 4 | 1,085 |

As in my previous reports, the number of the Russian coasting vessels employed in the barter trade with Norwegian Finmark is not included in the comparative Tables of Shipping, as prior to 1861 their approximate number and tonnage could not be ascertained. By the official returns for 1862, 162 of these vessels, of 8,406 tons, cleared for Norway, showing a diminution against 1861 of 35 vessels and 2,103 tons. This decrease is attributable to the dearness and scarcity of rye flour at this port.

*Freights.*—The rates did not vary much from those current in 1861 until towards the close of the season, when a number of unfreighted vessels arriving, and few goods being left for shipment, the rates of freight fell to lower figures than have been seen for many years.

The highest and lowest freights paid to the east coast of Great Britain were as follows:—

| | | Highest. | | | Lowest. | | |
|---|---|---|---|---|---|---|---|
| | | £ | s. | d. | £ | s. | d. |
| Wheat .. .. | per Imp. Qr. | 0 | 5 | 3 | 0 | 4 | 0 |
| Oats .. .. | „ | 0 | 4 | 0 | 0 | 3 | 0 |
| Flax .. .. .. | per Ton | 2 | 5 | 0 | 1 | 15 | 0 |

and for other goods in proportion.

*Shipbuilding.*—Two vessels were launched in the course of the year, of 771 tons each, and two more are on the stocks.

The abolition of the Imperial naval establishments here, which I mentioned in my last report as being carried out, is now completed, and

the only Government vessels left at this port are two unarmed schooners, belonging to the Hydrographical Department.

## Trade and Commerce.

*Exports.*—The amount of the past year's trade is about 30,000*l.* under that of 1861, but is still considerably above the five years' average.

The trade with Great Britain shows an increase over 1861 of 24,000*l.*, and over the five years' average of 45,000*l.*

The following Table exhibits the respective amounts in the past five years.

| Years. | Total Value of Exports. | Whereof to Great Britain. |
|---|---|---|
| | £ | £ |
| 1858 .. .. .. | 843,756 | 527,178 |
| 1859 .. .. .. | 1,297,879 | 1,007,796 |
| 1860 .. .. .. | 906,851 | 552,268 |
| 1861 .. .. .. | 1,157,345 | 738,682 |
| 1862 .. .. .. | 1,128,965 | 762,869 |

These amounts represent the official values (which are based on the market value) with the addition of shipping charges, and are rendered into sterling at the average rate of exchange of each year.

The quantities of the principal articles of export shipped in each of same years, distinguishing the quantities shipped to Great Britain in 1862, were as follows :—

| Articles. | 1858. | 1859. | 1860. | 1861. | 1862. | Great Britain, 1862. |
|---|---|---|---|---|---|---|
| Linseed .. Quarters | 49,106 | 56,740 | 60,419 | 61,497 | 87,065 | 33,732 |
| Oats .. .. „ | 101,714 | 238,558 | 207,078 | 255,849 | 197,413 | 197,306 |
| Rye .. .. „ | 87,862 | 58,081 | 94,363 | 100,724 | 41,429 | .. |
| Wheat .. „ | 13,648 | 10,526 | 1,800 | 5,477 | 4,995 | 4,995 |
| Barley .. „ | 1,366 | .. | 1,115 | 4,914 | 6,225 | 276 |
| Flax .. .. Tons | 4,345 | 8,168 | 3,588 | 4,951 | 4,305 | 4,051 |
| Flax-tow .. „ | 4,084 | 8,063 | 3,218 | 4,907 | 4,114 | 3,086 |
| Train Oil .. Gallons | 650 | 299 | 725 | 369 | 296 | 23 |
| Tallow .. Tons | 210 | 199 | 79 | 99 | .. | .. |
| Rye Flour .. „ | 6,853 | 8,622 | 6,138 | 8,967 | 5,381 | .. |
| Tar .. .. Barrels | 70,139 | 83,177 | 73,105 | 103,009 | 115,394 | 106,364 |
| Pitch .. .. „ | 8,643 | 4,799 | 9,146 | 7,169 | 6,958 | 2,708 |
| Mats .. .. Pieces | 575,030 | 282,787 | 348,011 | 325,815 | 785,244 | 669,574 |
| Deals.. .. Std. doz. | 71,217 | 80,854 | 79,026 | 70,433 | 133,979 | 115,289 |

Among the articles which exhibit an increased export mats and deals are the most prominent. The increased supply of the former article in a measure arose from demand, but principally from the desire of landed proprietors to obtain the benefit of the limetree bark, grown on lands which had to be transferred to the serfs. The large exports of deals was anticipated in my last report, there having been an unusual quantity left unshipped in 1861. The supply of tar was stimulated by the extraordinary demand for the article, caused by the continued stoppage of supplies from America, and there is likely to be a still larger export in 1863. The increased supply of linseed was exceptional. The last crop has been a very bad one, and the export of 1863 will be the smallest on record for a number of years. The grain crops have also been very poor in all the districts which supply the port, and in the local dis-

tricts they have been a total failure. Except a limited quantity of oats, there will be no grain available for export in 1863.

The export of flax and flax-tow shows a decrease, principally owing fo the fact that in the farther districts which supply this port, the Archangel traders find themselves less and less able to compete with buyers tor the St. Petersburg market and for the Russian factories. The advantages which St. Petersburg possesses over Archangel are a lower scale of shipping charges (there being no charges for "brack," or indirect banking business) cheaper freights and rates of insurance. On the other hand, Archangel boasts of an excellent flax brack, which forms a guarantee of quality to foreign buyers, and where the difference of cost is not too great they prefer shipments from Archangel. This circumstance will, at all events, secure to this port the export of flax from the nearer districts of its growth, and the quantity will probably be sustained at about its present standard.

*Imports.*—This year the import trade shows a larger amount than usual, and exceeds the five years' average by about 5,000*l.* The removal of the prohibition on the importation of teas has, as I anticipated, led to importations of this article; but the quantity has exceeded my expectations, having been 35,616 lbs., valued at 4,324*l.* Almost the whole came from Great Britain. As the importers of the article express themselves satisfied with the result, the trade in it will probably augment.

Machinery was imported this year from England for a passenger steamer, built to carry pilgrims to the Monastery of Solovetsk. No sugar was imported, the refiners having had a stock from the previous year. It would appear that the refiners here cannot compete with those of St. Petersburg, as the consumption of the place is now principally supplied from thence. The cost of carriage comes to about one penny per lb.

Subjoined is a Table showing the amount of the import trade in the past five years, distinguishing that with Great Britain.

| Articles. | 1858. | 1859. | 1860. | 1861. | 1862. |
|---|---|---|---|---|---|
| | £ | £ | £ | £ | £ |
| Coal .. .. .. | 507 | 1,248 | 255 | 822 | 705 |
| Coffee .. .. | 1,472 | 2,487 | 953 | 2,102 | 3,226 |
| Tea .. .. .. | .. | .. | .. | .. | 4,324 |
| Lead .. .. | 1,197 | 872 | 12 | 284 | 747 |
| Oil .. .. .. | 2,095 | 2,256 | 3,299 | 3,125 | 3,385 |
| Sugar .. .. | 7,322 | 2,514 | 4,125 | 2,333 | .. |
| Logwood .. .. | 353 | 781 | 349 | .. | .. |
| Salt .. .. .. | 893 | 2,268 | 1,280 | 1,677 | 3,949 |
| Wine .. .. | 8,410 | 5,536 | 7,373 | 5,171 | 4,568 |
| Champagne .. .. | 1,169 | 245 | 1,079 | 157 | 112 |
| Furs .. .. .. | 5,509 | 8,033 | 5,731 | 6,372 | 7,230 |
| Fish .. .. .. | 15,455 | 34,754 | 36,478 | 31,257 | 31,376 |
| Fruit .. .. | 1,268 | 417 | 445 | 555 | 752 |
| Machinery .. .. | 8,075 | 226 | 862 | 983 | 4,037 |
| Iron .. .. .. | .. | .. | .. | 1,461 | .. |
| Tin .. .. .. | .. | .. | .. | 1,549 | .. |
| Other Goods .. | 3,289 | 6,134 | 5,468 | 3,332 | 5,097 |
| Total .. £ | 57,014 | 67,771 | 67,709 | 61,180 | 69,508 |
| From Gt. Britain £ | 14,701 | 11,760 | 12,553 | 13,233 | 20,407 |

These amounts are taken from the official valuation, which is based on the invoice cost, and the currency is reduced into sterling at the average rate of exchange of each year.

*Domestic Trade.*—Under this head nothing presents itself for remark.

*Market Prices of Goods.*—The price of exports were again very high during the past year. The average rates paid for the principal articles free on board ship, were as follows :—

| | | £ | s. | d. | | | £ | s. | d. |
|---|---|---|---|---|---|---|---|---|---|
| Linseed .. | per Imp. Qr. | 2 | 10 | 0 | Train Oil .. | per Ton | 27 | 12 | 0 |
| Oats .. .. | „ | 0 | 15 | 0 | Rye Flour .. | „ | 8 | 16 | 6 |
| Rye .. .. | „ | 1 | 11 | 0 | Tar .. .. | per Barrel | 0 | 17 | 6 |
| Wheat .. .. | „ | 1 | 17 | 6 | Pitch .. .. | „ Cwt. | 0 | 8 | 0 |
| Barley .. .. | „ | 1 | 1 | 3 | Mats .. .. | „ 100 | 3 | 10 | 0 |
| Flax .. .. | per Ton | 48 | 10 | 0 | Deals .. .. | per std. 100 | 9 | 9 | 0 |
| Flax-tow .. .. | „ | 34 | 3 | 6 | | | | | |

*Trade Laws.*—New regulations with regard to the rights of merchants and traders are to come in force in July 1863. The system of Guilds is not abolished as was expected, but it is very much modified, and the present change is understood to be merely a step towards a perfectly new code of trade regulations. The Merchant Guild is now to consist of two instead of three classes, and the minimum annual tax imposed on each is less than half the former fixed tax. The minimum is added to, according to the extent of a merchant's trade, taking as the criterion of this the number of his trading establishments. This mode of estimating a merchant's trade is certainly not a reliable one, but still the new regulation is a marked improvement on the old.

*Tariff.*—During the past year there have been no changes made in the tariff affecting the trade of this port.

*Banks.*—There is nothing to add to the observations made under this head in my last report.

*Rates of Exchange.*—The rates of exchange here being nominally those of St. Petersburg, where the bills from Archangel are negotiated. I subjoin the monthly quotations during the year of St. Petersburg and London for bills at three months date.

| | Highest. | Lowest. | | Highest. | Lowest. |
|---|---|---|---|---|---|
| | *d.* | *d.* | | *d.* | *d.* |
| January .. .. | $33\frac{3}{4}$ | $33\frac{1}{4}$ | July .. .. | 35 | $34\frac{3}{8}$ |
| February .. .. | $33\frac{3}{4}$ | 33 | August .. .. | $35\frac{3}{8}$ | $34\frac{3}{4}$ |
| March .. .. | $33\frac{3}{4}$ | $33\frac{1}{4}$ | September .. .. | $35\frac{9}{16}$ | 35 |
| April .. .. .. | $35\frac{1}{2}$ | $33\frac{1}{2}$ | October .. .. | $35\frac{11}{16}$ | $35\frac{3}{8}$ |
| May .. .. .. | $34\frac{3}{4}$ | $34\frac{1}{8}$ | November .. .. | $35\frac{11}{16}$ | $35\frac{3}{8}$ |
| June .. .. .. | $34\frac{5}{8}$ | $34\frac{1}{8}$ | December .. .. | $35\frac{7}{8}$ | $35\frac{1}{2}$ |

These quotations are in pence per silver rouble.

*Weights, Measures, and Moneys.*—The English equivalents of weights and measures, as used in trade, and according to which I draw up my Returns, are as follows :—

| | | |
|---|---|---|
| 1 pound Russ | = | 9-10ths of an English lb. |
| 1 pood, or 40 lbs. Russ | = | 36 lbs. English. |
| 63 poods | = | 1 ton. |
| 1 tchetvert | = | 7-10ths of an Imperial quarter. |
| Or 100 chetverts | = | 70 quarters. |

For the reduction of Russian money into English in making up my Returns this year I have calculated, 1 rouble=35 pence; 685 copecks=1*l.* sterling.

*Agriculture.*—There were but few forcing days during the past summer, and hoar frosts making their appearance in the early autumn, there was a failure, more or less total, of all the crops in this Government. The peasantry having an insufficiency of hay, have been obliged to kill an

unusual number of their cattle and sheep, so that the misfortune will not end with one year.

*Population and Industries.*—The population has decreased by about 1,500 people, owing to the abolishment of the Government dockyards, and the consequent removal of the officers and workmen. Under the head of Industries I find nothing to add to my last year's Report.

*Public Works.*—The telegraph from St. Petersburg to Archangel is now finished, and in action as far as Lia, a village about 100 miles off. It will be brought on to Archangel by next autumn. To St. Petersburg a message of twenty words (including address and signature) costs 2½ roubles or 7*s.* 4*d.* For the present, 25 copecks, or 9*d.*, is added to this charge by the telegraph office here for forwarding the message by post to Lia.

## ONEGA.

### Shipping and Navigation.

The number of vessels which visited this port in 1862 is the same as that in 1861, but the aggregate tonnage is larger this year. British vessels have had a larger share of the trade than usual, as is shown by the subjoined Table of the number and tonnage of the vessels cleared during the past five years.

| Years. | Total. | | British. | |
|---|---|---|---|---|
| | Number of Vessels. | Tonnage. | Number of Vessels. | Tonnage. |
| 1858 .. .. .. | 35 | 10,445 | 3 | 711 |
| 1859 .. .. .. | 31 | 12,048 | 3 | 1,010 |
| 1860 .. .. .. | 31 | 11,221 | 3 | 706 |
| 1861 .. .. .. | 30 | 11,418 | 2 | 696 |
| 1862 .. .. .. | 30 | 12,691 | 6 | 2,987 |

In 1862 there were, besides the vessels, 23 Russian coasters, of 966 tons aggregate, which cleared from the port for Norwegian Finmark.

### Trade and Commerce.

*Exports.*—This trade is confined to deals, and remains entirely in the hands of the Onega Wood Company.

The subjoined statement shows the quantities and value of the shipments in the past five years, distinguishing the trade with great Britain.

| Years. | Total Exports. | | To Great Britain. | |
|---|---|---|---|---|
| | Quantity. | Value. | Quantity. | Value. |
| | Stand. doz. | £ | Stand. doz. | £ |
| 1858.. .. .. | 52,000 | 31,809 | 42,844 | 27,945 |
| 1859.. .. .. | 49,675 | 35,984 | 43,579 | 32,221 |
| 1860.. .. .. | 52,219 | 36,009 | 40,262 | 31,661 |
| 1861.. .. .. | 59,091 | 38,778 | 47,143 | 33,996 |
| 1862.. .. .. | 57,828 | 34,705 | 48,213 | 30,915 |

*Imports.*—There has been a small importation this year of machinery and coal tar, to the amount of 46*l.*

There are no other subjects connected with this port to report upon.

Archangel, April 15, 1863.

## BERDIANSK.

*Report by Mr. Consul Cumberbatch on the Trade of Berdiansk for the Year* 1862.

### Shipping and Navigation.

The number of British vessels loaded from this port during the past year was only 14, although there was a great demand; but owing to the very pernicious system which existed at Constantinople and Taganrog, of brokers taking up vessels on speculation, very few vessels came to Berdiansk seeking. I consider it desirable to call the attention of shipowners to the necessity of allowing their masters to come into the Azoff seeking. They would always obtain a higher rate of freight, and would avoid detention, as they frequently are obliged to protest against persons who have nothing to pay unless the charter is favourably sold. Twenty-five British vessels arrived at this port, and after remaining some days were ordered to Taganrog; at the same time double the amount of vessels could have been favourably chartered here. The number of vessels loaded was as follows:—

| | Vessels. | Tonnage. | Value of Cargoes. |
|---|---|---|---|
| | | | £. |
| British .. .. | 14 | 4,212 | 69,972 |
| Foreign .. .. | 193 | 41,978 | 472,368 |
| Total .. .. | 207 | 46,190 | 542,340 |

There is a decrease, therefore, in comparison with the year 1861, in the number of vessels, of 86 vessels, and in the amount of tonnage of 27,798 tons.

The navigation and trade for the last five years have been as follows, viz.:—

| Years. | Vessels. | Tonnage. | Imports. | Exports. |
|---|---|---|---|---|
| | | | £. | £. |
| 1858 | 394 | 96,203 | 30,238 | 892,566 |
| 1859 | 388 | 86,253 | 35,113 | 714,997 |
| 1860 | 310 | 76,262 | 19,875 | 960,211 |
| 1861 | 293 | 73,988 | 23,512 | 845,333 |
| 1862 | 207 | 46,190 | 17,228 | 542,340 |

There were about 30 arrivals of Russian steamers with part cargoes, amounting to 11,450*l.*, which sum is included in the above sum of 17,228*l.*

### Rates of Freight during the Year 1862.

| | *s.* | *d.* | | *s.* | *d.* |
|---|---|---|---|---|---|
| April .. .. .. | 57 | 6 | August .. .. .. | 56 | 0 |
| May .. .. .. | 58 | 0 | September .. .. | 55 | 0 |
| June .. .. .. | 67 | 6 | October.. .. .. | 54 | 0 |
| July .. .. .. | 60 | 0 | November .. .. | 53 | 0 |

Vessels entered during 1862.

| Nationality. | Vessels. | Tons. |
|---|---|---|
| British .. .. .. .. .. | 39 | 11,816 |
| French .. .. .. .. .. | 9 | 1,667 |
| Ionian .. .. .. .. .. | 5 | 975 |
| Austrian .. .. .. .. .. | 14 | 5,160 |
| Italian .. .. .. .. .. | 143 | 29,337 |
| Greek .. .. .. .. .. | 14 | 3,419 |
| Norwegian .. .. .. .. | 3 | 677 |
| Russian .. .. .. .. .. | 9 | 1,635 |
| Mecklenburghian .. .. .. | 6 | 1,269 |
| Ottoman .. .. .. .. | 6 | 420 |
| Samian .. .. .. .. .. | 1 | 202 |
| Belgian .. .. .. .. .. | 1 | 576 |
| Prussian .. .. .. .. .. | 2 | 660 |
| Total .. .. .. | 252 | 57,813 |

The navigation closed this year about the middle of November, the weather being unusually severe. Three vessels have been detained in the ice, together with 37 coasting vessels.

## Trade and Commerce.

There were no importations this year by British vessels.

The character and amount of foreign importations this year have been as follows, viz. :—

| | Quantity. | Value. |
|---|---|---|
| | | £. |
| Shovels, Baskets, Wood, &c.. cwts. | 3,691 | 390 |
| Agricultural Machinery .. .. | .. | 2,500 |
| Coke .. .. .. cwts. | 549 | 79 |
| Pepper .. .. .. „ | 20 | 106 |
| Coffee .. .. .. „ | 846 | 3,677 |
| Wine .. .. .. „ | 20 | 53 |
| Lemons and Oranges .. No. | 599,585 | 2,172 |
| Nuts .. .. .. cwts. | 912 | 1,189 |
| Carrubbee Beans .. .. „ | 1,569 | 1,705 |
| Raisins, Dried Plums, and Rahatlacoom .. .. „ | 337 | 880 |
| Rice.. .. .. .. „ | 955 | 1,245 |
| Olive Oil .. .. .. „ | 665 | 2,894 |
| Furniture .. .. .. „ | 43 | 129 |
| Marble .. .. .. „ | 34 | 102 |
| Sundries .. .. .. .. | .. | 107 |
| Total .. .. .. | .. | £17,228 |

Exports.

| | British. | Foreign. | Total. |
|---|---|---|---|
| Wheat .. .. qrs. | 10,918 | 189,747 | 200,665 |
| Linseed .. .. „ | 7,213 | 20,323 | 27,536 |
| Rye .. .. .. „ | .. | 9,672 | 9,672 |
| Barley .. .. „ | 5,653 | 7,827 | 13,480 |
| Oats .. .. „ | .. | 1,055 | 1,055 |
| Rapeseed .. .. „ | 1,624 | 10,841 | 12,465 |
| Tallow .. .. cwts. | 1,746 | 670 | 1,416 |
| Wool .. .. „ | .. | 1,278 | 1,278 |
| Hides .. .. „ | .. | 189 | 189 |
| Butter .. .. „ | .. | 331 | 331 |

### Market Prices of Goods. Imports.

| | | £. | s. | d. |
|---|---|---|---|---|
| Coffee | per cwt. | 4 | 6 | 11 |
| Oil | „ | 4 | 6 | 11 |
| Rice | „ | 1 | 6 | 1 |
| Pepper | „ | 5 | 4 | 4 |
| Wine | „ | 2 | 12 | 2 |
| Lemons and Oranges | per doz. | 0 | 0 | 10 |
| Nuts | per cwt. | 1 | 6 | 1 |
| Carubbee Beans | „ | 1 | 1 | 9 |
| Dried Fruit | „ | 2 | 12 | 2 |

### Monthly Rates of Exchange.

| | Rs. | cop. | | Rs. | cop. |
|---|---|---|---|---|---|
| January | 7 | 12 | July | 6 | 85 |
| February | 7 | 21 | August | 6 | 83 |
| March | 7 | 16 | September | 6 | 76 |
| April | 6 | 90 | October | 6 | 73 |
| May | 6 | 80 | November | 6 | 70 |
| June | 6 | 93 | December | 6 | 75 |

Average exchange, 6·90 roubles per £. sterling.

There still exists a great deficiency in the metallic and small paper currency.

### English Equivalents of Weights, Measures, and Moneys.

*Weights.*

| | | |
|---|---|---|
| 40 lbs. Russian | = | 36 lbs. English. |
| 3 Poods | = | 1 Cwt. |

*Long Measure.*

| | | |
|---|---|---|
| 1 Arsheen | = | 28 Inches. |
| 3 Ditto, or 1 Sajeon | = | 2¼ Yards. |
| 1 Desatine | = | 2·81 Acres. |

*Liquid Measure.*

| | | |
|---|---|---|
| 1 Quart, Russian | = | 1 Quart. |
| 1 Vedro | = | $2\frac{7}{10}$ Gallons. |

*Dry Measure.*

| | | |
|---|---|---|
| 1⅓ Tchetvert | = | 1 Imp. Bushel. |
| 1⅝ Mirkas | = | 1 Bushel. |

*Moneys.*

| | | |
|---|---|---|
| 670 to 710 Copecs | = | £ 1 sterling. |
| 1 Rouble | = | 3*s.* „ |
| 35 Copecs | = | 1*s.* „ |
| 2¾ Ditto | = | 1*d.* „ |

The crops were nearly a failure, owing to the total absence of rain during the spring and the devastation caused by the locusts and other insects. The prices have, therefore, continued high, and great losses have been sustained by the shippers. The population of the district is now complete, so that this next year a great decrease is expected in the price of corn, as well as in the transport. The present stock of grain amounts to about 140,000 quarters, chiefly of the crops of 1861.

The average market price of grain during the year 1862 was as follows, viz.:—

| | | R. | C. | £. | s. | d. |
|---|---|---|---|---|---|---|
| Wheat, soft | per tchetvert | 9 | 20 | 1 | 6 | 9 |
| Wheat, hard | „ | 10 | 0 | 1 | 8 | 11½ |
| Rye | „ | 5 | 50 | 0 | 15 | 11 |
| Barley | „ | 5 | 35 | 0 | 9 | 8 |
| Oats | „ | 3 | 26 | 0 | 9 | 5 |
| Linseed | „ | 12 | 77 | 1 | 17 | 0 |
| Rapeseed | „ | 5 | 83 | 0 | 16 | 10¾ |
| Tallow | per pood | 4 | 0 | 0 | 11 | 7 |
| Wool, Merinos | „ | 8 | 0 | 1 | 3 | 2 |
| „ common | „ | 4 | 0 | 0 | 11 | 7 |

*Public Works.*—The mole is proceeding rapidly, and will be sufficiently advanced by the spring to afford a protection to small vessels.

Berdiansk, December 31, 1862

## MARIANOPOL.

*Report by Mr. Consul Cumberbatch, on the Trade of Marianopol for the year 1862.*

*Shipping and Navigation.*—The number of British vessels which loaded at this port during the year was 12. The freights continuing low throughout the season; there was a very small demand for shipping after the spring cargoes were sent off, owing to the almost total failure of the crops from drought, the highest rate being about 56*s.* per ton, tallow.

The foreign vessels, including 2 Ionian vessels of 593 tons, which loaded at this port were as follows:—

| No. of Vessels | Tonnage | Value of Cargoes |
|---|---|---|
| 167 | 49,307 | £472,865 |

added to which British vessels

| No. of Vessels | Tonnage | Value of Cargoes |
|---|---|---|
| 12 | 3,304 | £39,474 |

make a total of

| No. of Vessels | Tonnage | Value of Cargoes |
|---|---|---|
| 179 | 52,611 | £512,339 |

There is a decrease therefore, in comparison with the year 1861, in the number of vessels of 36, and in the amount of tonnage of 13,546 tons, and a decrease in the value of the cargoes of £239,902. This large difference in the value arises from the inferior quality of the wheat.

The navigation and trade for the last five years has been as follows:—

| | Vessels. | Tonnage. | Exports. |
|---|---|---|---|
| 1858 | 127 | 41,696 | £354,529 |
| 1859 | 175 | 51,137 | 427,286 |
| 1860 | 170 | 54,036 | 612,113 |
| 1861 | 215 | 66,157 | 752,241 |
| 1862 | 179 | 52,611 | 511,339 |

### Vessels Entered during 1862.

| Nationality. | Vessels. | Tons. |
|---|---|---|
| British | 12 | 3,304 |
| Ionian | 3 | 835 |
| Austrian | 28 | 11,328 |
| Belgian | 1 | 470 |
| French | 3 | 624 |
| Greek | 9 | 2,680 |
| Mecklenburgian | 5 | 1,004 |
| Norwegian | 3 | 1,119 |
| Prussian | 1 | 452 |
| Russian | 17 | 5,330 |
| Italian | 97 | 25,465 |
| Total | 179 | 52,611 |

The navigation closed this year earlier than usual, the anchorage being unsafe after the 12th of November.

The inconvenience and expense still continues the same as last year with regard to the shipment of grain, as no steps have been taken to clear the mouth of the river, or to prolong the present pier.

There are no importations at the Port of Marianopol.

## Exports, 1862.

| Nationality | Wheat | Linseed | Rapeseed | Barley. |
|---|---|---|---|---|
| | Qrs. | Qrs. | Qrs. | Qrs. |
| British | 5,010 | 10,989 | 1,534 | 761 |
| Foreign | 214,018 | 19,721 | 10,661 | 19,680 |
| Total | 219,028 | 30,710 | 12,195 | 20,441 |
| | Rye | Wool | Tallow | |
| | Qrs. | Cwt. | Cwt. | |
| British | 3,204 | .. | .. | .. |
| Foreign | 5,161 | 182 | 781 | .. |
| | 8,365 | 182 | 781 | .. |

## Monthly Rates of Exchange.

| | Rs. | | Rs. |
|---|---|---|---|
| January | 7·12 | July | 6·85 |
| February | 7·21 | August | 6·83 |
| March | 7·16 | September | 6·76 |
| April | 6·90 | October | 6·73 |
| May | 6·80 | November | 6·70 |
| June | 6·93 | December | 6·75 |

Yearly average rate, Rs. 6·90 per cent. £ sterling.

Berdiansk, December 31, 1862.

## ODESSA.

*Report by Mr. Consul-General Grenville Murray on the Trade of Odessa for the year* 1862.

Among the most striking facts of last year, I have now to report the enormous increase of the wool trade in my district. The prices of the Don wools have risen from 20 to 25 per cent., and 200,000 pouds, each poud weighing 40 lbs., were sent to America alone, between the 15th August and the 20th October last (old style), when we closed the port of Odessa.

There was also a great demand for camel's hair last autumn, and about 20,000 pouds were exported from Odessa; the prices varied from 16*s.* to 17*s.* English money per poud.

A great deal has been said both in Russia and foreign countries, for some years past, concerning the supposed decay of the corn trade at Odessa; and a very general opinion has existed even among the local merchants themselves that their trade was exposed to peculiar disadvantages by the railroads made recently in Austria and Hungary, while railroads were wanting altogether in Russia.

It is doubtful, however, whether mature experience and consideration at all justify the very serious apprehensions which have been so long felt on this subject.

All persons who know anything of the corn trade are aware that the transport of grain by railways is very costly, and can never be practised upon a large scale. Austria and Hungary will, therefore, never be able to interfere seriously with the corn trade of southern Russia, except during years of great scarcity in France and England, when prices may be high enough for a short time to bear the expense of railway carriage. But in ordinary years, when average prices rule the markets, the merchants of Marseilles and London will always send their orders to Southern Russia in preference to Hungary.

During the year 1862, the exports of corn from Hungary to France diminished considerably as compared with those of 1861, while Odessa exported nearly as much corn in 1862 as in 1861, and would have exported very much more if the harvest of last year, which was bad even in the neighbourhood of Odessa, had not failed completely in all other parts of the Government of Kherson; so there were scarcely any arrivals of grain from the Dneiper during the whole of the autumn. It is to be observed, moreover, that the foreign exports direct from Nicolaieff diminished those of Odessa considerably during the past year. Yet notwithstanding these drawbacks, 1862 may fairly be counted as an average year of prosperity. But the harvest having been good both in France and England, no extraordinary activity in the Odessa trade could be expected.

The harvest of 1862, though poor in the neighbourhood of Odessa, was excellent in Podolia and Bessarabia. In September and October, fine Polish wheat of a quality equal, if not superior, to the best Hungarian produce, was sold in the Odessa market at $7\frac{1}{2}$ roubles to 8 roubles the tchetvert, say from 33*s.* to 34*s.* 6*d.* the English quarter free on board, whilst the cheapest Hungarian wheat of good quality cost at least 40*s.* per quarter at Trieste in the same months.

Inferior qualities of wheat were sold at Odessa during the autumn at 25*s.* to 23*s.* per quarter free on board, prices with which Hungary can never, under present circumstances, hope to compete successfully.

Since the late harvest, wheat of the heaviest weight and best quality has been sold in Podolia and Bessarabia at about 5 roubles the Russian tchetvert, and speculators in the interior calculate that this grain,

delivered at Odessa in the month of May next, may be sold with a profit at 31*s.* per quarter free on board.

If the Russian Government would employ about 300,000*l.*, as it probably will do shortly, in rendering the Dniester perfectly navigable from Khotin to the mouth of the river, iron barges, each carrying from 1,000 to 1,500 tchetverts, might bring down yearly to Odessa nearly 2,000,000 quarters of grain from Podolia and Bessarabia, at an expense of about 2*s.* to 2*s.* 6*d.* per quarter, as the average price of transport; and Southern Russia would then not only be able to compete successfully with Hungary, but even with America, which has hitherto been a far more dangerous rival, owing to the facilities afforded by the rivers and canals for the transport of corn to that country.

The corn trade can never increase as much as it might do, and ought to do, in countries where the transport is made by railway. The expense of railway carriage can only be borne by merchandize of great value or for small distances; but for an article which takes up so much room, and which bears so low a price as corn, water is the sole means of transport worthy of serious consideration, and Southern Russia fortunately possesses three rivers which may be easily rendered navigable for iron barges at small cost and in a very short time.

It is to be remarked, with reference to the supposed competition of Hungary, that Odessa has been sending corn to Trieste and Fiume, which appears to show that such a competition is altogether imaginary.

The fact which has probably interfered a good deal with the increase of the Odessa corn trade during the last few years has probably been the immense change which has taken place in the state of Russia during that time. The establishment of the telegraph and the emancipation of the serfs have both influenced it materially.

Ten years ago the merchants of Odessa were often able to realize 15*s.* per quarter upon their exports of corn to foreign countries. The absence of telegraphic communication with the rest of Europe often gave the wealthier merchants exclusive sources of information, and they were thus able to dictate their own terms to the producer. On the other hand, the owners of estates grew their corn by serf labour, without any actual expenditure of money either for work or machinery.

Now these large profits can no longer be realized. The serfs are free, and the landowners are obliged to pay for labour, and to find capital for agricultural machinery to save themselves from ruin.

To these considerations must be added those which arise from the American war, which has prevented the Northern States from sending corn to the South, and thrown an enormous surplus on the European markets. Thus, during the ten first months of 1862, America exported to England 4,200,000 quarters of wheat and flour, while during the same period in 1860, she only sent 1,500,000 quarters to England.

Thus the present temporary bad state of the corn trade in Southern Russia does not arise from competition in Hungary and the principalities of the Danube, but is merely a part of that wide commercial distress which prevails naturally during the present crisis, and which is felt more or less in every port and exchange of Europe.

The corn grown during the harvest of 1860 and 1861, in Southern Russia, is now sold in England at 40*s.* per quarter, and fresh cargoes are every day forwarded to the ports of the United Kingdom at the same prices. The price has even been in some cases as low as 38*s.*, and has never exceeded 43*s.* per quarter. It is obvious that so long as Southern Russia can furnish grain as cheaply as this, there is not likely to occur any diminution of the trade with Great Britain.

It is true that, in consequence of the great fall of prices last spring in

France and England, owing to the large imports of the preceding year, the Odessa trade suffered some losses. But this will be always the case during any year which succeeds a period of great demand in France and England. The exports from Hungary and America will always be subject to this law as much as the trade of Southern Russia; and it is beyond question that, at this moment, all the American wheat in the British market is selling at a loss.

In the prices now quoted upon the market of Trieste also may be observed some sales of wheat from the Banat and Hungary, to be delivered next April at 7 florins to 7 florins 55 kreutzers the stajo of Trieste, which is equal to 9 roubles 70 copecks and 10 roubles 40 copecks the Russian tchetvert for the best qualities; while secondary qualities have been sold at 6 florins 25 kreutzers to 6 florins 50 kreutzers—say from 8 roubles 70 copecks to 9 roubles the Russian tchetvert—which is a very large advance indeed upon Odessa prices, and appears to put all competition from this quarter out of the question.

So much has been said, however, as to Hungarian produce, that it is worth while to examine still more closely the recent bulletins from Trieste; for it is certainly in that port that the effect of any considerable exports from Hungary would be most felt. It will be seen, however, that at the end of November, the depôt of wheat at Trieste was only 43,000 tchetverts, in which the arrivals from Odessa and Marianopol figure for 7,000 tchetverts. The whole of the exportation, indeed, from Trieste during the month of November, 1862, only amounted to 12,400 tchetverts.

Again, in the lists of arrivals at Marseilles during the last six or eight months the imports from Southern Russia always keep their place at the top. First stands Odessa, then the ports of the Azoff, then those of Galatz, Ibraila, Alexandria, and Roumelia. Little is said of any exports from Hungary.

It is just the same in the north of Italy, which consumes wheat chiefly from Russia and the Danubian principalities. Surely the merchants of Genoa and Leghorn understand their business too well not to address their orders to Hungary instead of to Odessa, if Hungary could supply them on better conditions.

In England very little corn arrives from Trieste in comparison with the enormous importations from America in average years; and although occasionally the high prices which may be paid in France and England might give Hungarian produce a momentary place in the market, yet it is quite clear she never can compete with Southern Russia except during periods of unusual scarcity, or in time of war.

The advantages which Southern Russia maintains over Hungary, and is likely to maintain, are easily explained. The course of the Theiss from Tokay to the Danube, and of the Save from Semlin to Sissek, and again from Sissek to Trieste by railway is nearly 800 English miles, whilst the course of the Dneister, and the transit by sea from Khotin, on the extreme frontier, to Odessa, does not exceed 400 English miles; and the districts which send most grain to Odessa, such as Mohylew, Jampol, Soroki, &c., are scarcely at a distance of 300 miles from Odessa, so that the cost of transit will naturally bear no comparison.

Hungary, indeed, has always been a large corn-growing country, and in times of scarcity her produce may be attracted by high prices to the great European markets. But in ordinary years her produce will be consumed by Austria, Silesia, and Saxony, where Southern Russia can never offer to compete with her.

The principles of commerce and agriculture are far better understood

than formerly. Competition is active and healthy. Trade is satisfied with lesser and quicker profits. Great efforts have been made to improve the breed of cattle. Extensive woods have been planted. Agricultural machinery is largely and generally employed. Many public companies have sprung up. Municipal Government is making rapid progress.

The trade with England has increased during the past year to an enormous extent. Messrs. Furness and Company, the eminent London contractors, are already under engagements to execute works for the improvement of Odessa to the amount of nearly 1,000,000*l.* sterling, and are tendering, with every prospect of success, for further contracts still more important. 8,000,000*l.* sterling of British capital are about to be invested in the railway from Odessa to Kieff. Proposals for clearing the port of Odessa have been addressed to Sir Charles Hartley, the eminent English engineer, and the money for this purpose has already been raised by the town. An English Marine Insurance Company has been established here, and Messrs. Ransome and Sims have established a branch house, and are making large profits. The purchases for Southern Russia at the late Exhibition were very large. The imports of English cloth, iron, cutlery, machinery, linens, cottons, beer, and provisions, are largely increasing. The British Steamboat Company between London and Odessa are making unprecedented profits. The banking and insurance operations effected with England have been unusually large, while the trade with France and Austria has materially declined. The exchanges have greatly improved. The exports have been large.

Odessa, February 4, 1863.

## ODESSA.

*Memorandum by Mr. Consul-General Grenville Murray on the Trade of Odessa for the year* 1862.

In taking a cursory view of the progress of the Azoff trade with the United Kingdom, I submit the following Table, which will convey a clearer idea than words, of the course it has taken during the last five years with reference to British and Ionian shipping :—

| | Ports of Taganrog | | | Mariopol | | Berdiansk | |
|---|---|---|---|---|---|---|---|
| Year | Nationality | Ships | Tonnage | Ships | Tonnage | Ships | Tonnage |
| 1858 | British | 144 | 42,026 | 10 | 2,817 | 21 | 6,332 |
| | Ionian | 87 | 19,135 | 5 | 1,409 | 17 | 3,751 |
| 1859 | British | 192 | 52,091 | 11 | 2,178 | 15 | 3,513 |
| | Ionian | 144 | 23,817 | 4 | 1,108 | 12 | 2,598 |
| 1860 | British | 171 | 49,644 | 11 | 3,244 | 25 | 6,651 |
| | Ionian | 80 | 17,020 | 2 | 1,018 | 12 | 2,621 |
| 1861 | British | 143 | 41,600 | 15 | 2,216 | 19 | 2,764 |
| | Ionian | 59 | 13,424 | 3 | 363 | 8 | 834 |
| 1862 | British | 204 | 59,001 | 12 | 3,300 | 11 | 2,984 |
| | onian | 66 | 13,568 | 2 | 593 | 5 | 1,144 |

The employment of British shipping, it will be observed, is gradually on the increase, and the direct relations between Taganrog and Great Britain are incomparably greater than at all the other Azoff ports. I have no notes with me of the movement in shipping at the Port of Yeisk, which although comparatively insignificant is nevertheless growing into notice.

Independent of the direct trade with the United Kingdom, by the means of British shipping, it is necessary to state that fully one half the number of grain laden vessels in the Azoff of all other flags are destined for the ports of Great Britain, thus rendering the aggregate trade of that sea with England of paramount interest.

Turning from shipping to that of export produce, more especially grain and seed, a steady advancement is perceptible. The lower descriptions of cereals, viz., rye and barley, as well as wheat, have now gained an important footing, and by the improved mode of cultivation coming into practice, with the introduction of agricultural implements and machinery, this branch of trade may be expected to rapidly take a still more extensive development. Improvement in the navigation of the Don, would influence a large accession of produce, which, as regards cost, will be capable of competition with any other country of the world. The export trade of the Azoff, indeed, is increasing in the face of a diminution thereof, in some of the other ports of Southern Russia.

The Azoff, more especially Taganrog, from its position and the command of a wide extent of territory, promises to become the largest exporting port of grain, seed, and low quality wool, of any in Europe, if not of the world.

By the following Table, of a few of the principal articles of exportation for the preceding five years, the foregoing observations will be more fully exemplified :—

| Produce | | 1858 | 1859 | 1860 | 1861 | 1862 |
|---|---|---|---|---|---|---|
| Wheat | Qrs. | 634,785 | 1,002,187 | 928,614 | 1,061,705 | 1,058,965 |
| Rye | „ | 7,321 | 4,005 | 11,454 | 18,209 | 121,760 |
| Barley | „ | 37,306 | 51,601 | 29,516 | 19,198 | 115,183 |
| Linseed | „ | 254,374 | 288,126 | 265,830 | 156,880 | 269,043 |
| Rapeseed | „ | 12,433 | 778 | 13,875 | 23,884 | 19,675 |
| Wool | lbs. | 4,382,832 | 4,075,812 | 5,583,540 | 4,473,972 | 9,577,548 |

With reference to imports prospects of expansion are less flattering. Agricultural implements, &c., are, however, gaining ground, the value having last year reached 25,000*l*. Tea is likewise a new article of importation that will undoubtedly increase. In 1862, the first year of the removal of prohibition, 192,000 lbs. were imported. Manufactures would soon rise to importance under a modified and more moderate scale of duties.

Odessa, February 5, 1863.

## POTI.

*Report by Vice-Consul Wilkinson on the Trade of Soukoumkalé for the year 1862.*

Since the year 1860, both the commerce and the population of this town have increased, and if the heavy duties of the Custom-house were to be reduced, and more encouragement given to the traders and farmers, and by making proper roads, and better ways for communications, little doubt remains that in a few years, Poti, will become the principal commercial town of Lower Circassia, being the depôt of all the Caucasian, Caspian, and Persian merchandize that are sent by this route on their way to Europe.

*Exports.*—In 1862, the following goods had been shipped at this port, and which came from those countries above-mentioned :—

| | | |
|---|---|---|
| Cocoons | 1565 | bales |
| Wool | 1500 | „ |
| Raw silk | 694 | „ |
| Cotton | 500 | „ |
| Hides | 300 | „ |
| Vegetable powder to destroy insects | 189 | „ |
| Silkworm eggs and other miscellaneous | 288 | small boxes |

Many Persian merchants prefer this route to that of Trebizond.

The most important produce of this district and which increases every year is Indian corn.

In 1862, 500,000 Turkish kilos, or 63,000 English qrs., have been shipped for Europe from the ports of Poti, Redout Kalé, and Shefketil, or "Nicolaieff," on board of British or foreign vessels, viz. :—

| | |
|---|---|
| British | 5 |
| Austrian | 11 |
| Turkish | 11 |
| Greeks | 6 |
| French | 1 |
| Dutch | 1 |
| Total | 35 |

Five or six cargoes of walnuts, which are sent to Odessa, and to the Sea of Azof, some walnut-wood, and some box-wood, makes all the principal export of this district.

*Imports.*—I am sorry that I have been unable to make any commercial returns, and not even to ascertain the exact quantity of goods imported during the year 1862, and it is very difficult for the Custom-house of Poti to know the value of the imports, the greatest part being for the interior of the country, are sent up to the Custom-house of Tiflis, where they are opened, valued, and the duty paid. The Custom-house of Poti is more like a transit.

The principal imported articles are as follows:—

Sugar, coffee, spices and drugs, liquors, iron, hardware, cotton stuffs, wool stuffs, silk stuffs, furniture, articles of luxury, and other miscellaneous

*Roads.*—There are no good roads in this part of the country, except during the summer months. The transport is generally carried on horses, and by (fourgons) carts, and from Marani to this place in cayouks, species of open boats, which are considered very safe.

*Steamers.*—The only steamers that touch at Poti are those belonging to the Russian Steam Navigation Company, under the auspices of the

Government. They come to this port every fortight, one from Odessa, touching at Sevastopol, Theodosia, Kertch, Souckoumkalé and Batoum; another from Odessa, Constantinople, Samsoun, Trebizond and Batoum, the latter port being their place of meeting, were they have a large depôt of coals, and a wharf, which was built at the expense of the said Company.

Their agent is the Russian Vice-Consul, and the sole Foreign Consul in that port.

A small steamer belonging to the same Company, and whose station is at Poti, goes to Batoum once or twice a week, according to the quantity of goods he has to deliver, and to take from the Constantinople line.

Batoum has gained a great deal since the Russian Company have made it their safe port on the Circassian coast.

Another small steamer runs from this place to Marani on the River Rion twice a week, for the purpose of carrying passengers. This steamer belongs to a private Russian Company.

*Manufactures.*—Two filatures, silk mills, are established in this part of the country, one at Zougdidi, in Mingrilia, the other at Marani, in Imiretia, but the owners are obliged to purchase the cocoons at Nooka, or in Persia, this produce having completely failed of late years in those two provinces. The distance to both these places from Poti is 40 miles.

A large distillery has also been built at Marani, for the purpose of making votka, a kind of whisky made with Indian corn. This strong liquor is very much used in the Russian army and amongst the peasantry.

A fishery on a large scale is established in this district. The owner is a major in the Russian army, and has the monopoly of the fishing of four rivers, viz: the Ingour, the Khopi, the Rion, the Kapartchina, and the Lake Paleostome.

A great quantity of salted fish is sent in the interior of the country, as also some very good caviar. The distance from the first to the last-mentioned river is 28 miles.

*British Vessels.*—During the year 1862, eight British vessels arrived at Poti:—

Three from London, loaded with sugar, and cleared this port in ballast for the Sea of Azoff; and five in ballast from Constantinople, and loaded with Indian corn for the United Kingdom.

Poti, March 20, 1863.

## RIGA.

*Report of Mr. Consul Grignon on the Trade of Riga for the year* 1861.

I HAVE the honor to submit the following report of trade and navigation within the consulate of Riga during the year 1861.

The entries and clearances of British vessels during the year have been as follows :—

| Entries | | | | Clearances | | | |
|---|---|---|---|---|---|---|---|
| Steamers | Sailing Vessels | Tonnage | Crews | Steamers | Sailing Vessels | Tonnage | Crews |
| 18 | 312 | 65,607 | 2,931 | 18 | 312 | 65,607 | 2,931 |

Of 330 British vessels arriving at the port of Riga during the past year there were laden with—

| | | | |
|---|---|---|---|
| General cargoes | 36 | Machinery | 2 |
| Coals | 72 | Miscellaneous and mixed | 29 |
| Salt | 28 | In ballast | 163 |

The same number of vessels leaving the port of Riga took—

| | | | |
|---|---|---|---|
| Flax and Hemp | 132 | Linseed | 32 |
| Timber, Sleepers, and Wood | 96 | Miscellaneous and mixed | 26 |
| Oats | 35 | Ballast | 7 |
| Wheat and Barley | 2 | | |

The total amount of British and foreign trade at this port, in vessels of all nations, during the year 1861, may be seen in the following Table :—

| Nations | Entries | | Clearances | |
|---|---|---|---|---|
| | Vessels | Tons | Vessels | Tons |
| British | 330 | 65,607 | 330 | 65,607 |
| Russian | 277 | 55,670 | 271 | 54,170 |
| Hanoverian | 257 | 27,350 | 257 | 27,350 |
| Dutch | 226 | 29,850 | 226 | 29,850 |
| Swedish and Norwegian | 227 | 22,520 | 227 | 22,520 |
| Prussian | 132 | 25,740 | 132 | 25,740 |
| Danish | 114 | 10,330 | 114 | 10,330 |
| Mecklenburg | 105 | 17,730 | 105 | 17,730 |
| Oldenburg | 72 | 9,650 | 72 | 9,650 |
| French | 63 | 10,490 | 63 | 10,490 |
| Lubeck | 63 | 10,060 | 63 | 10,060 |
| Bremen | 2 | 333 | 2 | 333 |
| Portuguese | 1 | 160 | 1 | 160 |
| American | 1 | 500 | 1 | 500 |
| Total | 1,870 | 285,990 | 1,864 | 284,490 |

The trade of Riga, during the year 1861, shows a marked falling off, as compared with that of the preceding year. This diminution is to be attributed partly to the influence exercised by the war which exists in the United States of America on the general trade of Europe, and partly to the unsettled state of the internal affairs of the country itself. The total value of exports in 1861 amounted to £3,428,800,

showing a diminution of £952,835, as compared with the preceding year. The total value of the export trade to Great Britain for the year 1861 amounted to £1,302,620, showing a falling off of £1,051,380, as compared with the year 1860.

The principal articles of export during the year 1861, with their value in British sterling, are as follows:—

| | £ | | £ |
|---|---|---|---|
| Flax | 1,010,896 | Oats | 82,990 |
| Flaxtows | 12,396 | Crushing Linseed | 240,875 |
| Hemp | 595,510 | Sowing Linseed | 275,880 |
| Hemptows | 5,036 | Hempseed | 3,735 |
| Wheat | 30,798 | Tobacco | 18,006 |
| Rye | 255,935 | Woods | 246,185 |
| Barley | 193,375 | Miscellaneous | 457,183 |

The countries to which these shipments were made are as follows:—

| | £ | | £ |
|---|---|---|---|
| Great Britain | 1,302,602 | Sweden and Norway | 114,835 |
| France | 446,180 | Spain and Portugal | 127,730 |
| Belgium | 417,545 | Hanse Towns | 112,486 |
| Holland | 592,690 | Other Countries | 102,316 |
| Denmark | 112,416 | | |

The import trade of Riga for the year 1861 shows an increase over that of the preceding year. The total value of goods imported in 1861 amounted to £901,270, against £803,825 in 1860, showing an increase of £97,445.

The value of the import trade for Great Britain amounts to £366,940.

The principal articles of import during the year 1861, with their value in British sterling, are as follows:—

| | £ | | £ |
|---|---|---|---|
| Coffee | 42,370 | Indigo and other colours | 22,790 |
| Cotton, raw | 43,430 | Dye-wood | 10,715 |
| Cotton thrids | 16,570 | Salt | 76,285 |
| Cotton & Woollen yarns | 16,640 | Tobacco | 138,140 |
| Fruits | 17,600 | Wines and Spirits | 91,140 |
| Herrings | 62,280 | Divers | 342,570 |
| Oil | 20,680 | | |

The countries from which these goods were imported, are as follows:—

| | £ | | £ |
|---|---|---|---|
| Great Britain | 366,900 | Denmark | 18,000 |
| France | 116,715 | Sweden and Norway | 61,430 |
| Belgium | 12,285 | Hanse Towns | 218,700 |
| Holland | 11,130 | Divers | 46,670 |
| Spain and Portugal | 48,400 | | |

The number of barks arrived from the interior in 1861 was 548, laden with—

| | | | |
|---|---|---|---|
| Hemp | 14,460 tons. | Tobacco | 2,824 tons. |
| Hemp yarn | 580 „ | Wheat | 9,554 quarters. |
| Crushing Linseed | 71,000 quarters. | Rye | 113,600 „ |
| Hempseed | 1,598 „ | Barley | 32,282 „ |
| Hemp oil | 300 tons. | Oats | 175,770 „ |
| Tallow | 102 „ | | |

The annexed tables will show the quantity of flax, hemp, and seeds, exported from Riga in 1861.

TABLE 1.—STATEMENT of the Exportation of Flax from Riga in 1861.

| Countries | 1st Port | 2nd Port | 3rd Port | Total | Less than in 1860 | More than in 1860 |
|---|---|---|---|---|---|---|
| Great Britain ..... tons | 8,070 | 6,085 | 5,297 | 19,452 | 5,825 | .. |
| France..... „ | 2,674 | 1,312 | 320 | 4,306 | 1,381 | .. |
| Belgium..... „ | 910 | 284 | 292 | 1,486 | 673 | .. |
| Sweden and Norway. „ | 251 | 108 | 53 | 412 | .. | 206 |
| Prussia ..... „ | 387 | 6 | 1 | 394 | 103 | .. |
| Portugal ..... „ | 96 | 257 | 2 | 355 | 123 | .. |
| Denmark..... „ | 346 | 4 | 1 | 351 | 423 | .. |
| Holland..... „ | 67 | 43 | 117 | 227 | .. | 88 |
| Lubeck ..... „ | 70 | 5 | 54 | 129 | 24 | .. |
| Bremen..... „ | 3 | .. | .. | 3 | .. | 3 |
| Hanover..... „ | .. | .. | .. | .. | 78 | .. |
| Spain..... „ | .. | .. | .. | .. | 16 | .. |
| Total tons | 12,874 | 8,104 | 6,137 | 27,115 | 8,646 | 297 |

TABLE 2.—STATEMENT of the Exportation of Hemp from Riga in 1861.

| Countries | 1st Port | 2nd Port | 3rd Port | Total | Less than in 1860 | More than in 1860 |
|---|---|---|---|---|---|---|
| Great Britain ..... tons | 5,496 | 1,272 | 2,302 | 9,070 | 1,118 | .. |
| Sweden and Norway. „ | 1,090 | 1,162 | 565 | 2,817 | .. | 903 |
| Holland..... „ | 769 | 584 | 1,103 | 2,456 | 490 | .. |
| France..... „ | 1,260 | 443 | 517 | 2,220 | .. | 650 |
| Lubeck ..... „ | 334 | 108 | 626 | 1,068 | .. | 185 |
| Denmark..... „ | 186 | 159 | 604 | 949 | 77 | .. |
| Prussia ..... „ | 469 | 63 | 258 | 780 | .. | 185 |
| Belgium ..... „ | 221 | 155 | 66 | 442 | .. | 440 |
| Portugal ..... „ | 212 | 70 | 152 | 434 | .. | 170 |
| America ..... „ | 282 | .. | .. | 282 | 139 | .. |
| Bremen..... „ | .. | 2 | 133 | 135 | 165 | .. |
| Total tons | 10,319 | 4,018 | 6,326 | 20,663 | 1,989 | 2,533 |

TABLE 3.—STATEMENT of the Exportation of Seeds from Riga in 1861.

| Countries | Crushing Linseed | Sowing Linseed | Hempseed |
|---|---|---|---|
| | Imperial Quarters | Barrels | Imperial Quarters |
| Great Britain ..... | 73,147 | 45,315 | 781 |
| Holland..... | 16,346 | 4,780 | .. |
| Belgium ..... | 14,274 | 50,401 | 1,406 |
| Denmark..... | 2,702 | 419 | 124 |
| Sweden and Norway .... | 1,942 | 1,123 | 118 |
| France..... | 1,532 | 24,450 | 20 |
| Lubeck ..... | 278 | 21,795 | .. |
| Prussia ..... | 5 | 10,625 | .. |
| Portugal ..... | 2 | .. | 7 |
| Total.... | 110,227 | 158,938 | 2,456 |

The quantity of tobacco exported from Riga in 1861 will be seen in the following Table:—

TABLE 4.—STATEMENT of the Exportation of Tobacco from Riga in 1861.

| Countries | Quantities | Less than in 1860 | More than in 1860 |
|---|---|---|---|
| Belgium.....tons | 399 | .. | 283 |
| Denmark..... „ | 252 | 107 | .. |
| Lubeck ..... „ | 97 | 13 | .. |
| Italy ..... „ | 90 | .. | 90 |
| Prussia ..... „ | 34 | .. | 9 |
| Great Britain..... „ | 1 | 2 | .. |
| Hamburg ..... „ | .. | 34 | .. |
| Sweden and Norway. „ | .. | 1 | .. |
| Total tons | 873 | 157 | 382 |

*Corn.*—The foreign demand for corn was so small that few contracts were made during the winter of 1860-61; and towards the latter part of the year, when the trade improved, orders could not be fulfilled in consequence of the limitation of prices and the demand for home consumption.

The supply of wheat during the year 1861 was smaller than in the preceding year, 14,126 quarters only having been shipped against 19,865 quarters in the year 1860—prices varying from 175 to 180 silver roubles per last. The average price at this port during the year was 49 roubles 10 copecks per imperial quarter.

The shipments of rye during the year 1861 amounted to 123,224 quarters against 225,823 quarters in 1860. The prices of this article varied from 92 to 119 silver roubles per last. The average price during the year was 30 roubles 2 copecks per imperial quarter.

The supply of barley was more abundant than that of the other cereals—prices varying from 93 to 99 silver roubles per last, and the quantity exported being 105,760 in 1861 against 111,333 quarters in 1860. The average price during the year being 27 roubles 10 copecks per imperial quarter.

The export of oats shows a marked diminution when compared with that of the preceding year, the quantity exported amounted to 103,360 against 312,928 quarters in 1860, at prices varying from 77 to 82 silver roubles per last—the average price being 17 roubles 4 copecks per imperial quarter.

A partial failure of the crops of all kinds of cereals was reported from the interior last year.

The total quantity of corn and grain exported from Riga in 1861 will be seen in the following Table:—

TABLE 5.—STATEMENT of the Exportation of Corn and Grain from Riga in 1861.

| Countries | Wheat | Rye | Barley | Oats |
|---|---|---|---|---|
| Great Britain.....quarters | 11,912 | .. | .. | 102,327 |
| Holland..... „ | 1,068 | 97,322 | 103,953 | 718 |
| Belgium ..... „ | .. | 1,403 | .. | 287 |
| France..... „ | .. | .. | 1,188 | .. |
| Portugal..... „ | 990 | .. | .. | .. |
| Denmark..... „ | .. | 4,575 | .. | .. |
| Sweden and Norway „ | 156 | 17,940 | 619 | 28 |
| Lubeck ..... „ | .. | 884 | .. | .. |
| Bremen..... „ | .. | 1,100 | .. | .. |
| Total quarters | 14,126 | 123,324 | 105,760 | 103,360 |
| Total quarters in 1860 | 19,865 | 225,823 | 111,333 | 312,928 |

TABLE 6.—STATEMENT of the Exportation of Wood from Riga in 1861.

| Countries | Masts | Spars | Bow-sprits | Small Round Timber | Timber | Planks and Deals | Wains-cot Logs | Pipe-staves |
|---|---|---|---|---|---|---|---|---|
| Great Britain. pieces | 13 | 119 | .. | 1,346 | 40,485 | 294,608 | 10,333 | 9,725 |
| Holland..... „ | 16 | 95 | 63 | 265 | 27,153 | 209,004 | .. | 5,683 |
| Belgium..... „ | .. | 51 | 17 | 9 | 46,507 | 40,579 | 10 | 34,596 |
| France..... „ | 58 | 65 | 12 | 560 | 15,035 | 88,960 | 110 | 120,059 |
| Spain..... „ | 1 | 3 | 2 | 29 | 100 | 1,909 | .. | 4,740 |
| Portugal..... „ | .. | 41 | 3 | 471 | 1 | 1,286 | .. | 81,939 |
| Bremen..... „ | .. | .. | .. | 332 | 351 | 150,652 | .. | .. |
| Denmark..... „ | .. | .. | .. | .. | .. | .. | .. | 8,700 |
| Lubeck..... „ | .. | .. | .. | .. | .. | .. | .. | 796 |
| Total pieces | 88 | 374 | 97 | 3,012 | 129,632 | 787,088 | 10,453 | 266,238 |
| Total pieces in 1860 | 96 | 527 | 260 | 2,455 | 158,026 | 840,369 | 7,454 | 157,942 |

The exports of wood from Riga in 1861, will be seen in the foregoing Table, No. 6.

The importation of salt into the port of Riga during the year 1861 has been as follows :—

24,350 tons against 25,313 tons in 1860.

*Railways.*—The Riga-Dunaburg Railway was opened to general traffic in the month of September last, and a considerable quantity of flax and grain was brought over it into this market during the winter for exportation in the early spring and before the arrival of the barques from the interior.

A connection subsequently made with the St. Petersburg and Berlin Railway, places Riga in direct railway communication with the rest of Europe. An extension of the Riga-Dunaburg line to the interior of Russia, which is now meditated, will have the effect of still further opening up the trade, and under a more liberal system of attracting a great portion of it to this port.

The following is a statement of the British and foreign trade, during the year 1861, at the outports attached to this Consular district :—

*Libau.*

ENTERED.

| Nations | Vessels | Tons | Crews | Value of Cargoes |
|---|---|---|---|---|
| | | | | £ |
| British..... | 10 | 1,624 | 76 | 430 |
| Russian..... | 99 | 12,756 | 698 | 11,850 |
| Danish..... | 28 | 3,090 | 179 | 520 |
| French..... | 4 | 472 | 30 | .. |
| Hanoverian..... | 19 | 1,840 | 112 | 130 |
| Dutch..... | 49 | 5,666 | 296 | 5,690 |
| Hanseatic..... | 5 | 660 | 33 | 1,150 |
| Mecklenburg..... | 9 | 1,598 | 88 | .. |
| Norwegian..... | 21 | 1,784 | 128 | 8,180 |
| Prussian..... | 8 | 280 | 28 | 710 |
| Swedish..... | 5 | 332 | 22 | 1,060 |
| Total..... | 257 | 30,102 | 1,690 | 27,720 |

CLEARED.

| Nations | Vessels | Tons | Crews | Value of Cargoes |
|---|---|---|---|---|
| | | | | £ |
| British | 9 | 1,500 | 69 | 8,190 |
| Russian | 104 | 13,960 | 770 | 91,260 |
| Danish | 28 | 3,090 | 179 | 30,840 |
| French | 4 | 472 | 30 | 1,650 |
| Hanoverian | 19 | 1,840 | 112 | 29,925 |
| Dutch | 49 | 5,666 | 296 | 58,125 |
| Hanseatic | 5 | 660 | 33 | 5,990 |
| Mecklenburg | 9 | 1,598 | 88 | 3,090 |
| Norwegian | 23 | 1,924 | 140 | 15,970 |
| Prussian | 7 | 180 | 28 | 2,660 |
| Swedish | 5 | 332 | 22 | 845 |
| Total | 238 | 31,222 | 1,767 | 248,545 |

*Windau.*

ENTERED.

| Nations | Vessels | Tons | Crews | Value of Cargoes |
|---|---|---|---|---|
| | | | | £ |
| British | 1 | 170 | 8 | .. |
| Russian | 28 | 5,310 | 189 | 3,980 |
| Danish | 19 | 1,364 | 98 | 160 |
| Swedish and Norwegian | 22 | 2,229 | 131 | 3,840 |
| Mecklenburg | 38 | 6,174 | 329 | .. |
| Dutch | 32 | 4,503 | 228 | 1,840 |
| Prussian | 7 | 1,566 | 78 | 25 |
| Hanoverian | 17 | 1,052 | 85 | 60 |
| Oldenburg | 4 | 364 | 21 | .. |
| Total | 168 | 22,729 | 1,176 | 9,905 |

CLEARED.

| Nations | Vessels | Tons | Crews | Value of Cargoes |
|---|---|---|---|---|
| | | | | £ |
| British | 2 | 333 | 16 | 280 |
| Russian | 22 | 4,790 | 225 | 4,295 |
| Danish | 19 | 1,364 | 98 | 4,305 |
| Swedish and Norwegian | 22 | 2,226 | 131 | 940 |
| Mecklenburg | 38 | 6,174 | 329 | 7,070 |
| Dutch | 33 | 4,682 | 234 | 36,300 |
| Prussian | 7 | 1,566 | 78 | 880 |
| Hanoverian | 23 | 1,832 | 118 | 1,270 |
| Oldenburg | 4 | 364 | 21 | 510 |
| Total | 170 | 23,331 | 1,250 | 55,850 |

*Arensburg.*

ENTERED.

| Nations | Vessels | Tons | Crews | Value of Cargoes |
|---|---|---|---|---|
| | | | | £ |
| British | 1 | 175 | 7 | 430 |
| Dutch | 9 | 1,200 | 54 | 525 |
| Danish | 4 | 524 | 26 | 285 |
| Lubeck | 1 | 198 | 8 | .. |
| Russian | 1 | 178 | 8 | .. |
| Prussian | 1 | 116 | 6 | 425 |
| Total | 17 | 2,391 | 109 | 1,665 |

CLEARED.

| Nations | Vessels | Tons | Crews | Value of Cargoes |
|---|---|---|---|---|
| | | | | £ |
| British | 1 | 175 | 7 | .. |
| Dutch | 9 | 1,200 | 54 | 11,435 |
| Danish | 4 | 524 | 26 | 5,070 |
| Lubeck | 1 | 198 | 8 | 1,850 |
| Russian | 1 | 178 | 8 | 1,845 |
| Prussian | 1 | 116 | 6 | .. |
| Total | 17 | 2,391 | 109 | 20,200 |

The average rate of exchange during the past year has been 33¾ pence to the rouble silver.

Riga, July 20, 1862.

## SOUKOUM-KALÉ.

*Report by Mr. Consul Dickson on the Trade of Soukoum-Kalé for the Year* 1862.

### Shipping and Navigation.

The shipping of Soukoum-Kalé for the year just expired, compared with that of 1861, exhibits in its totality a slight increase as regards the number of ships arrived, the amount of their tonnage, and the number of their crews, as also in the invoice value amount of imported cargoes.

There is, however, nearly a corresponding decrease alike in the number of ships, tons, and crews, and in the invoice value of cargoes that cleared from this port.

All the ships above referred to were Russian and Turkish. No ships of any other nation arrived or departed.

*Coasting Trade.*—The vessels engaged in the navigation and trade of the coast were more numerous, likewise, than those of the year preceding the last.

*Russian Steamers.*—In the number of Russian coasters were comprised steamers of the Russian Company.

As these boats, some of them very large, ply regularly once a fortnight (winter excepted) between Odessa and Batoom, touching at intermediate ports on the Crimean and Caucasian coasts, they add considerably to the bulk of the ships' returns.

*Turkish "Sandals" or Feluccas.*—The non-renewal, during the latter part of last year, of the usual Imperial order authorizing Turkish boats of not more than eighteen tons burden to engage in the coasting trade, namely, between Nicholaieff (Shefketeel) and Gagri, is necessarily operating unfavourably upon the Turkish trade of Soukoum-Kalé.

The withdrawal of the privilege in question resulted from an avowed object, on the part of some of the local authorities, of fostering navigation among the natives of Mingrelia, about a hundred of whom own and equip boats. The experiment, so far, does not appear to answer the expectations that were anticipated, the majority of Mingrelians being naturally averse to a sea life: while more than corresponding damage is done to the general trade of this coast, the Turkish boats, besides being manned by practical mariners, are very numerous, and, until lately, plied at all seasons, supplying Soukoum-Kalé and many other ports with many of the necessaries of life.

In striking contrast to the above law, on the other hand, is that liberality extending to foreign vessels of all classes (Russian steamers included) the right of engaging in the trade and navigation of the coast on the Black Sea.

*Lighthouses.*—It has been decided to erect a lighthouse, solely at the expense of the Imperial Government, and of thus supplying a want long felt to the shipping of this port. The site chosen is that marked on maps as "Soukoum Point," some five miles to the north of this town, being a low sandy projection formed of the alluvial deposits from the river Gonmistà. The tower to hold the beacon in question, made of cast-iron, is shortly expected to arrive from Nicholaieff (on the Boug). Meanwhile, the rest of the building, consisting of neat and solid wooden huts for the use of the men and officers acting as guards, has been nearly completed.

Another lighthouse will, in all probability, be shortly erected at Poti.

*Imports and Exports.*—I have hardly any observations to make, in

addition to those contained in my last Annual Commercial Report, upon the imports and exports of Abkhasia and the market-prices thereof.

*Effects of War in America.*—The baneful effects of the war raging in America may be said to have made themselves felt even in this remote corner of the world, by causing at once a fall in the price, and consequent diminution in the exportation, of boxwood; and also by a rise in the prices of T cotton cloths and other articles of British manufacture, of general local consumption.

*Boxwood.*—With reference to boxwood, the most valuable production of Abkhasia, the whole quantity exported goes to Constantiople, chiefly on British merchants' account, whence it is transhipped to Liverpool.

In expectation of a more favourable turn in the events of the world, the native traders continue to lay in their stocks of boxwood.

Some box trees have lately been cut down near Sotchi, where the quality grown is also excellent. The exportation thereof, like that of other products from the still independent Circassian districts, is attended with great risk—that of seizure by the Russian cruisers.

According to the present average rate of supply (some 1,500 tons annually) the quantity of boxwood growing in Abkhasia is computed to last sixty years.

*Marten Skins.*—I may state that marten-skins formed one of the items in last year's exports. These were all shipped to Russia to the number of some eight hundred. The animal is hunted in the mountains of Abkhasia, and its skin is sold here for 3½ roubles (10*s.* 9*d.*) on average.

*Railway Sleepers.*—Sleepers, principally of oak and beech, are still being made at Gudava. Most of those originally destined for the Theodosia Railway have been shipped to Marseilles, and a further supply of some 300,000 have since been contracted for by an American company at 1½ rouble (4*s.* 7¼*d.*) each, free, on delivery at Marseilles. A sleeper costs, on the spot, about 35 copecs (1*s.* 1*d.*) Ten sleepers usually make up a ton, dead weight.

*Oak Staves.*—Mingrelian and Turkish labourers are employed in the preparation of these sleepers, as also of oak-staves for casks. The latter are also, with a view to exportation to France, under the superintendence of a Frenchman, at an average cost of 17 roubles (52*s.* 4*d.*) per thousand.

*Rate of Exchange.*—A few small bills on England have been negotiated at the rate of 6½ roubles per £ sterling, which may be reckoned a fair estimate for the whole year.

### Agriculture.

*Indian Corn.*—Considering that the harvest in Indian corn has not been very abundant last year, the exportation of this grain has not been materially affected, particularly at Kutaooda and Otchemchiri, from both of which villages the largest quantity (nearly 5,000 quarters) was shipped. The average price throughout the year of Indian corn, has been 60 copecs per Turkish kilo, or 15*s.* 4*d.* per quarter, free on board.

*Cotton.*—In pursuance of an application I made, through the Foreign Office, to be supplied with some good cotton seed, the Cotton Supply Association at Manchester forwarded to me, towards the end of the year 1861, two barrels of New Orleans and one barrel of Egyptian seed.

The greater part of this I caused to be distributed amongst the principal cultivators of land in Mingrelia and Abkhasia; the rest I reserved for a renewal of the experiment in the ensuing spring, the seed, when properly kept, being said to remain fertile for three years.

In consequence of continued heavy rains during last autumn, the

plants, save a few, were, I regret to add, more or less blighted. Such of the pods as attained maturity yielded excellent cotton, particularly those raised from New Orleans seed.

The soil of Mingrelia, under a climate combining, as it does, moderate heat with moisture, is admirably adapted to the cultivation of cotton. Such as is usually grown, being merely sufficient to meet the wants of the native population, is coarse and of short staple.

Should the projected line of railway from Poti to Bakoo eventually be carried out, cotton may become a very important production in the Transcaucasian Provinces. Owing to the want of good roads in many parts of the country, commercial enterprise is still much shackled in this respect.

Bales of excellent Erivan cotton were last year shipped from Poti to Constantinople. The stimulus thus given to this new export may be on y temporary, being caused by the extraordinary rise in price in the European markets.

Of the contemplated local improvements, to which subject I had occasion to advert in my first Report (January 28, 1860), the construction of a lighthouse only has been undertaken up to the present time.

*Roads.*—The military road hence to Kutois, the original plan of which has undergone various modifications since, has not yet been completed; and I apprehend that some years will elapse ere the same can be made available to commerce.

Soukoum-Kalé, January 30, 1863.

## TAGANROG.

*Report of Mr. Consul Curruthers on the Trade of Taganrog for the year 1862.*

The commencement of severe weather, a month in advance of the usual period, gave indications of a premature approach of winter. On the 16th of October the thermometer fell to zero, and although a milder temperature subsequently prevailed, yet, towards the middle of November, ice showed itself on the borders of the Azoff; some few days subsequently a heavy fall of snow took place, and the navigation soon afterwards closed. This low temperature was happily unattended by the usual autumnal easterly gales, so that vessels in the roadstead were enabled to complete their cargoes and set sail. Few casualties occurred to either the shipping or loading craft during the past fall.

The early stoppage to trade in exports would, on ordinary occasions, have been found a serious evil, but, in the present instance, proved only of slight inconvenience to mercantile classes. Supplies of produce were exceedingly light, markets devoid of activity, and a disposition, generally prevalent, not to push business forward, in the face of discouraging foreign advices.

*Shipping and Navigation.*—Throughout the past season shipping, without having been in excess, was found sufficient for the calls of trade; and freights continued moderately remunerative up to the month of October, when rates gave way materially, and a few ships even left in ballast.

The amount of British tonnage entered at this port last year is the largest on record, and a progressive improvement to be noticed in the general conduct of British shipmasters that visit this place is still more gratifying than the increasing number of ships. Less addiction to intoxicating liquors, greater assiduity in their duties, and, as a natural consequence, less frequent calls for Consular intercession, now bear a favourable testimony, as compared with preceding years. Complaints, both of masters and of seamen, are still made occasionally, but no case of a serious or aggravated character was reported at this Consulate during the last season.

The shipping of Italy has suddenly taken a leading position in maritime intercourse at this port, exceeding even that of Greece, and following closely in the wake of the united tonnage of British and Ionian vessels. The Sardinian flag for some years past had been growing into favour, owing to the intelligence and good conduct of the masters and the efficiency of their ships. Neapolitan, Sicilian, and Tuscan vessels, continue still unsought after, but will, probably, under a renovated system, ere long do justice to their new colours.

Although the number of French vessels engaged in this trade last year was doubly that employed in 1861, yet they continue to rank at a disadvantage as compared with north country ships, among which those of Sweden and Norway are the most prominent. Russian shipping has come somewhat more into use, and that of Austria, likewise, recovered to a certain extent the decline apparent for several preceding years.

Freights for the United Kingdom opened last spring at 9*s.* per quarter of wheat, and continued at from that rate to 10*s.* per quarter, until the fall of the year, when they suddenly gave way, and 7*s.* per quarter for wheat were in some instances accepted.

The gross amount of tonnage employed last year at this port exceeded that of 1861 by upwards of 65,000 tons, as shown by the following statement:—

| Ships | 1858 | | 1859 | | 1860 | | 1861 | | 1862 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Number | Tons | Number | Tons | Number | Tons | Number | Tons | Number | Tons |
| British | 144 | 42,026 | 192 | 52,091 | 171 | 40,644 | 143 | 41,630 | 204 | 59,001 |
| Ionian | 87 | 19,135 | 113 | 23,942 | 84 | 17,020 | 59 | 13,424 | 66 | 13,568 |
| Russian | 22 | 4,646 | 43 | 12,524 | 43 | 6,287 | 51 | 12,130 | 72 | 18,502 |
| Italian | 105 | 26,133 | 174 | 44,057 | 173 | 43,151 | 188 | 49,546 | 232 | 63,887 |
| Greek | 224 | 62,678 | 306 | 67,177 | 275 | 63,015 | 221 | 53,093 | 210 | 57,483 |
| Austrian | 87 | 34,155 | 55 | 17,320 | 55 | 17,644 | 33 | 11,080 | 59 | 24,004 |
| Turkish | 54 | 5,339 | 76 | 8,049 | 60 | 3,176 | 50 | 3,594 | 51 | 3,282 |
| Swedish and Norwegian | 29 | 8,801 | 47 | 13,025 | 35 | 7,192 | 40 | 12,264 | 47 | 14,563 |
| Mecklenburg | 22 | 5,469 | 31 | 5,737 | 10 | 1,133 | 36 | 7,848 | 26 | 6,229 |
| Valachian and Moldavian | 20 | 4,011 | 22 | 4,265 | 17 | 4,070 | 10 | 1,722 | 2 | 500 |
| Servian | 11 | 3,134 | 14 | 3,633 | 4 | 903 | 5 | 1,266 | 3 | 920 |
| Samiott | 11 | 2,051 | 11 | 1,599 | 8 | 1,568 | 6 | 1,192 | 3 | 376 |
| French | 9 | 2,085 | 15 | 3,009 | 34 | 6,887 | 10 | 2,015 | 21 | 4,030 |
| Russian | 5 | 1,659 | 25 | 8,689 | 8 | 2,591 | 8 | 2,777 | 22 | 9,846 |
| Danish | 5 | 826 | 17 | 2,540 | 5 | 881 | 3 | 515 | 2 | 450 |
| Dutch | 1 | 312 | 4 | 784 | 1 | 174 | 1 | 98 | 1 | 77 |
| Belgian | .. | .. | 1 | 453 | 4 | 537 | .. | .. | 2 | 802 |
| Sundries | 8 | 2,072 | 5 | 607 | .. | .. | 2 | 617 | 8 | 2,429 |
| Total | 844 | 224,542 | 1,151 | 269,4[illegible] | 984 | 225,874 | 866 | 214,811 | 1,031 | 279,959 |

*Coasting Trade* is at this place of minor importance. An inconsiderable number of vessels find occupation for the conveyance of coal, provisions, and munitions, to Kertch, and to the Abasian coast; but the majority of craft are employed solely in carrying produce from Rostoff and Taganrog to shipping in this roadstead. They are generally well appointed and substantially built, of a capacity to take in from 400 to 1,000 quarters of grain. During the last two years, very few coasting vessels have been constructed here, their principal occupation being now materially interfered with by the substitution of barges, which, towed by steamers, are found more expeditious for the loading of ships, and not much more expensive.

*Harbours.*—This place, as likewise the other Azoff ports, remains entirely unprovided with shelter for the protection of shipping, and without necessary accommodation for the reparation of damages sustained, although the importance and the progressive increase of foreign trade would seem calculated to influence decisive action for so desirable a purpose on the part of the Government. The renovation of a mole, existing at this place nearly a century and a half ago, for the use of vessels of a light draught of water, has indeed long since been determined on, a sum of money for the purpose assigned, and even contracts made for some of the required materials. Year after year is nevertheless suffered to run on without the contemplated measures being carried into execution, much to the wonder and the disappointment of every one. Not that the mole, as planned, will, even when completed, prove of much general benefit; but it would be so far consolatory, as an indication that important commercial requirements are not altogether overlooked.

*Lighthouses.*—In a sea of such circumscribed limits as the Azoff, a multiplicity of lighthouses would not prove of great utility, and those already in existence, at the mouth of the Straits of Yeni-Kale, off Berdiansk, and at Beloi-Saraick, between Berdiansk and Mariapol, are apparently sufficient. The principal banks and shoals, too, in the confined passages leading to this place, are pretty accurately indicated by lightships and buoys, during the summer months. But the absence of those signals early in the season, and their removal on the first approach of winter, when most needful, continues still the subject of complaint, although the attention of the competent authorities has more than once been directed to the subject; but the desire to economize, or some other motive, appears to be more influential than the public good: hence shipmasters have to grope their way as best they can, until the conveniences for which they are taxed are made available.

The Volga-Don Steamboat Company, which is under engagement to remove shoals at the mouth of the Don, and obtained, in compensation, the proceeds of an impost of 1-8th per cent. on the value of all goods passing by water from and to Rostoff, has been occupied two years in that useful undertaking, without having done more hitherto than impede the navigation by preventing egress through the branch where the works are carried on. Vessels, consequently, are now confined to a single outlet, instead of having the choice of two branches as heretofore. It may be hoped that the burthen imposed upon trade, and the temporary inconvenience incurred, will ultimately result in an adequate compensation.

*Trade and Commerce.*—Much activity prevailed during the past year in the export trade of this place. Shipments of wheat alone reached close up to 1,500,000 chetwerts, or 1,060,000 quarters.

The crops of 186 having proved abundant, although generally of

middling quality, and deficient in weight; the harvest of that year was, moreover, gathered in under adverse circumstances, a succession of heavy rains having prevailed from the time the corn was cut until the advanced autumn months. For wheat of fair average quality prices ruled during the—

| | Soft. | Hard. | |
|---|---|---|---|
| 1st Quarter .. | 33*s.* @ 35*s.* | 35*s.* @ 38*s.* | per quarter free on board. |
| 2nd Quarter... | 30*s.* @ 33*s.* | 34*s.* @ 37*s.* | |
| 3rd Quarter... | 32*s.* @ 36*s.* | 36*s.* @ 40*s.* | |
| 4th Quarter... | 31*s.* @ 33*s.* | 35*s.* @ 38*s.* | |

The shipments of soft or Ghirka wheat were nearly all destined for the United Kingdom. Those of hard wheat, which may be taken at about one-fourth the entire supply, were principally directed to the Mediterranean ports. A majority of cargoes, owing to the cause above referred to, reached their destination in bad condition, which, together with the decline in prices abroad, caused serious losses to the exporters. Stocks are at present exceedingly low, not more than 150,000 quarters at this place and Rostoff, and at all the Azoff ports, will barely reach 300,000 quarters. Prices are maintained above the proportionate level of foreign markets. Ghirka wheat, not being procurable, to cost under from 33*s.* to 37*s.* per quarter, and hard from 35*s.* to 42*s.* per quarter, free on board. There is likely to be a considerable falling off in next season's exportation, owing to the unfavourable result of the last harvest. Rye was more plentiful than usual during the past year, and met with good demand, principally for Holland and Belgium. The exportation was considerably in excess of an annual average, having reached 158,130 chetwerts, or 121,160 quarters, but little variation in prices were perceptible, which ranged from 21*s.* to 23*s.* per quarter, free on board. Nothing remains in depôt for sale.

*Barley* was plentiful throughout the season, and although not of fine quality, met with ready sale at from 17*s.* to 18*s.* 6*d.* per quarter, free on board. The exportation was large compared with preceding years, and no stock remains over for the spring.

*Oats* were obtainable for consumption only, none appeared in the market for exportation.

*Linseed.*—The supplies of last year were liberal, but barely kept pace with the demand, and prices rose progressively from the parity of 42*s.* to 51*s.* per quarter, free on board everything that offered for sale was cleared off, from there having been a general failure of the last crops. Shipments next season will probably show a considerable diminution compared with those of the last five years.

*Rapeseed* was in good request, and prices advanced from 4½ silver roubles to 7 silver roubles per chetwert, equal to 20*s.* to 29*s.* per quarter, free on board. The market is now entirely bare of that article.

*Wool.*—Merino wools were in more favour than for many years past, and several of the clips of surrounding districts bought up for exportation at the equivalent of from 1*s.* 11*d.* to 2*s.*1*d.* per lb., clean washed on board. Dons-Roy, or common wools, attracted great attention, and brought prices unprecedentedly high, say from 8*d.* to 9*d.* per lb., cleaned washed on board; nearly the entire produce of the surrounding districts was bought for shipment.

*Tallow* partially recovered the decrease shown in the export list of the two preceding years, but this branch of trade is languid, and seems unlikely to soon recover its former promising position, purchases were made at from 4 silver roubles to 4¼ silver roubles per pood, equal

to 41*l.* to 42*l.* 10*s.* per ton, on board. The former rate is still demanded by producers for new tallow. Other articles of exportation here are of small importance, nor do they in any sensible degree interest the British trade, as will appear by the following statement of shipments:—

| Produce | 1858 | 1859 | 1860 | 1861 | 1862 |
|---|---|---|---|---|---|
| Wheat..... qrs. | 634,785 | 1,002,187 | 928,614 | 1,061,705 | 1,491,497 |
| Rye..... „ | 7,321 | 4,005 | 11,454 | 18,209 | 158,131 |
| Barley..... „ | 37,306 | 51,601 | 29,516 | 19,198 | 130,865 |
| Oats..... „ | 102,372 | 75,718 | 540 | .. | .. |
| Linseed.... „ | 254,370 | 288,126 | 265,830 | 156,880 | 324,149 |
| Rapeseed... „ | 12,433 | 778 | 13,875 | 23,884 | 22,359 |
| Tallow..... cwt. | 108,720 | 84,858 | 54,331 | 44,826 | 183,439 |
| Butter..... „ | 31,660 | 29,254 | 16,641 | 18,183 | 36,779 |
| Wool..... lbs. | 4,382,832 | 4,075,812 | 5,583,540 | 4,473,973 | 266,043 |
| Hides..... cwt. | 1,726 | 2,305 | 3,754 | 1,568 | .. |
| Caviar..... „ | 12,787 | 2,298 | 9,853 | 10,609 | 42,086 |
| Flour..... „ | 16,227 | 13,371 | 31,658 | 2,838 | 3,435 |
| Macaroni & Biscuit.. „ | 5,400 | 843 | 852 | 817 | 5,770 |
| Salted Beef.. „ | .. | 8,798 | 20,737 | 10,495 | 5,480 |
| Iron..... „ | 23,400 | 12,557 | 9,935 | 2,989 | 47,703 |
| Total value.. | £2,339,015 | £2,772,980 | £2,766,230 | £2,712,820 | £3,443,520 |

WEIGHTS AND MEASURES.

| | | |
|---|---|---|
| 100 chetwerts hard wheat .... | = | 70 quarters. |
| 100 „ soft „ .... | = | 72 „ |
| 100 „ rye..... | = | 78 „ |
| 100 „ barley..... | = | 83 „ |
| 100 „ oats..... | = | 74 „ |
| 100 „ linseed..... | = | 83 „ |
| 100 „ rapeseed..... | = | 77 „ |
| 1 pood..... | = | 36 lbs. |
| 63 „ ..... | = | 1 ton. |
| 37 vedroes ..... | = | 1 gallon. |
| 1 archeen ..... | = | 36 inches. |

In a country essentially agricultural, more especially when the spirit of enterprise has not taken root, and the advantages of science are only partially availed of, or altogether ignored, new branches of trade are but slowly developed, and the annual repetition of much that has been previously submitted becomes unavoidable. If, therefore, this export trade continues devoid of new matter of interest, the margin is still more restricted with reference to imports, which continue of very secondary importance to this trade. Dried fruits, oil, and wine of the Levant, are the principal articles brought here for sale.

Colonials are only in limited request, the required supplies being chiefly furnished from northern Russia. Tea, now no longer prohibited, has already attracted considerable notice, and as importation by sea can be effected to greater advantage than by overland carriage from China, the demand is not unlikely to increase. Manufactures are unable to obtain a footing here; articles of luxury find but a limited sale, owing to a paucity of the more wealthy classes in these provinces, whilst effects suited to general consumption are subjected to so onerous an impost, coupled with intricate Custom-house regulations, that their cost is rendered beyond the reach of the larger mass of consumers. Agricultural implements and machinery are growing into favour, and more particularly such as are of simple unexpensive

construction. Those requiring steam power are likewise in some request, but mechanical knowledge and superintendence, with a costly combustible, being necessary to work them, they are availed of only for large estates, and by the more wealthy proprietors.

The following statement, embracing the five preceding years, will show that the import trade at this place exhibits no elasticity, nor can any material extension thereto be expected, unless under a modified tariff, and the abolition of a complicated system of forms, which render confiscation or penalty almost unavoidable, excessively harrassing to the merchant without any benefit to the crown:—

| Merchandise | 1858 | 1859 | 1860 | 1861 | 1862 |
|---|---|---|---|---|---|
| Fruit, dried..cwt. | 113,840 | 107,790 | 91,927 | 103,478 | 125,937 |
| Oil..... „ | 27,580 | 23,033 | 30,035 | 31,819 | 39,395 |
| Wine in casks. } gallons | 189,756 | 203,286 | 420,075 | 360,450 | 146,132 |
| Wine in bottles } bottles | 23,100 | 150 | 10,389 | 18,911 | 37,071 |
| Olives.....cwt. | 570 | 2,833 | 2,905 | 2,982 | 5,132 |
| Coffee.. ... „ | 1,850 | 1,145 | 2,450 | 4,916 | 1,190 |
| Sugar..... „ | .. | 716 | 710 | 70 | 1,102 |
| Pepper..... „ | 540 | .. | 567 | 529 | 347 |
| Tea.....lbs. | .. | .. | .. | .. | 192,600 |
| Rice .....cwt. | .. | .. | 2,940 | 1,084 | 2,122 |
| Incense..... „ | 720 | .. | 500 | 529 | 3,924 |
| Sweet meats. „ | 1,830 | 3,764 | 2,830 | 4,148 | 4,044 |
| Tobacco .... „ | 3,480 | 3,583 | 3,432 | 2,636 | 2,397 |
| Coals.....tons | .. | 1,357 | 901 | 787 | .. |
| Scythes ... pieces | 13,200 | .. | 100,500 | 25,000 | 30,000 |
| Machinery, &c..£ | .. | 45,300 | 67,100 | 10,060 | 25,000 |
| Total value.. | £378,672 | £401,900 | £457,430 | £451,630 | £532,810 |

*Banking Establishments.*—None at present exist here, although a branch bank has recently been opened at Rostoff, conducted on similar principles to those in the capitals of the empire. This institution will no doubt prove beneficial to the commercial community of these parts.

*Exchanges* are here under the influence of St. Petersburg and of Odessa, whence the required supply of funds are drawn. The Minister of Finance, having made arrangements for a gradual issue of specie, has in some degree enhanced the rouble value, which is slowly recovering from the depreciation it had undergone, and, if persevered in, will bring the currency of this country back to par. The monthly course for bills at three months' date on London, during the last year, was as follows:—

| | | | | | |
|---|---|---|---|---|---|
| January..... | S. R. 7·05 | per £ sterl. | July..... | S. R. 6·83 | per £ sterl. |
| February..... | „ 7·08 | „ | August ..... | „ 6·80 | „ |
| March..... | „ 7·05 | „ | September.... | „ 6·77 | „ |
| April..... | „ 6·82 | „ | October..... | „ 6·73 | „ |
| May..... | „ 6·77 | „ | November.... | „ 6·74 | „ |
| June..... | „ 6·83 | „ | December.... | „ 6·71 | „ |

*Agriculture.*—Little attention has hitherto been devoted in Southern Russia, to improvement in the culture of land, although the strength and fertility of the soil are not to be contested, and will doubtless be eventually developed. Under the present dislocated social state of Russia, however, no immediate impulse to this branch of political economy can be expected. The main difficulty to contend with, will be the droughts to which this country is subject, an evil not to be altogether overcome by the appliances of art.

Wheat is now the principal production, consisting of two descriptions. Hard wheat, grown either on virgin land, or such as may have laid in fallow for several years. This grain, sowed in the spring, is of large size, has a pale yellow glossy appearance, and weighs from 60 lbs. to 65 lbs. per bushel. A yield of ten grains to one of seed is considered moderate; twelve to fifteen for one, good. It is very susceptible of injury from moisture shortly before maturity, and soon after being cut. The finer qualities are taken principally for Italy, and worked up for macaroni, vermicelli, and other similar pastes. Turkey and the Archipelago are the best customers for secondary sorts. The quantity shipped is equal to about one-fourth the aggregate exportation. Ghirka, or soft wheat, is of a small plump grain: the best kind is of a lively orange colour; the more ordinary approaches nearer that of coffee; its natural weight being from 58 lbs. to 60 lbs per bushel, the yield from ten to fourteen for one: it is sowed in spring.

In this more immediate neighbourhood, the cultivation of hard wheat is preferred, that of ghirka is mostly esteemed inland, and the principal supplies of this latter come from more remote districts, and from the governments of Voronege and Saratoff. Good quality ghirka is held in high estimation in England; the principal shipments are consequently destined for British markets.

Rye is grown in these environs, more for local demand than with a view to exportation; is usually of fine quality, of from 51 lbs. to 53 lbs. per bushel, natural weight, and renders from twelve to twenty grains for one of seed.

Barley and oats are cultivated chiefly for consumption, but are both occasionally exported. In favourable seasons, the barley of this vicinity is of very fine quality, weighing from 47 lbs. to 49 lbs. per bushel. Oats are usually light and husky. Millet, buckwheat, beans and peas, all succeed tolerably well, but are produced only for home consumption.

Linseed is in less favour than formerly among agriculturists, having gained a reputation of rapidly impoverishing the land. The quality of that grown in these environs, is very fine, weighing from 53 lbs. to 55 lbs. per bushel. The crops are very precarious.

Rapeseed is of spontaneous production, collected from land lying in fallow, and from siftings of grain. It is, nevertheless, of regular annual exportation, and might undoubtedly be much improved by a proper mode of culture.

The vicinity of Taganrog is not celebrated for breeding cattle, which are found more numerous on the left banks of the Volga and in the Chernamore districts. A good pair of three years old bullocks are worth about 100 silver roubles, or, 15*l.* sterling.

In like manner, the breeding of horses is of limited extent hereabouts, but more in practice on the Don Cossack territory, where a very hardy and useful, although not powerful animal, is produced, worth from 12*l.* to 25*l.* each.

Sheep are not numerously bred in these parts, but there are some large well-managed merino flocks in the neighbourhood. Common native sheep, too, are found on most estates, but the bulk of long stapled wool, called Dons-Roy, is drawn from the Chernamore provinces.

*Population and Industry.*—The population of this government* is thin and scattered, computed at one million individuals, exclusive of the Don Cossacks. We are devoid of statistical data, to show the nume-

* The Government of Ekaterinoslaff covers an area of 1,206 geographical square miles.

rical increase of late years, which cannot, however, be great. Under the enfranchisement now going forwards, some extensive immigration from the more densely populated northern districts may ere long be looked for.

With the exception of two or three founderies, no manufactures exist in this part of Russia, which must be considered essentially agricultural.

The only existing mines are those of anthracite and coal; which combustible the increasing steam communications on the Volga and the Don, is calculated to bring into increasing request and consumption. At present, the annual produce of those mines is estimated at sixty millions of poods, or about one million tons, costing 10*s*. per ton at the pit's mouth.

A railway recently constructed, from the coal works in the vicinity of Cherkask, to the Don, will diminish the cost of transport, whilst another line laid down, between Kalatch on the Don and Tsaritzin on the Volga, whereby those two rivers are now united, affords a further facility for extending the consumption of that mineral, as also for the conveyance of the produce to this port.

*Public Works.*—In this respect we are exceedingly deficient. No public works are in progress at this place or in the environs, if we except the construction of some churches for orthodox inculcation, and that of a new prison, to accommodate an increasing number of malefactors. A gymnasium, a district school, and two or three seminaries, with a Custom-house, commercial court, post-office, and telegraph station, are the sum total of public institutions. The last mentioned has hitherto proved the best conducted and most efficient of the number. Railways, canals, bridges, and roads, are in prospective only, and many years are likely to elapse before this part of the empire will have the chance of being benefited thereby.

Taganrog, January 20, 1863.

## WIBORG.

*Report by Mr. Consul Herman Lorentz on the Trade of Wiborg for the Year 1862.*

### I. Shipping and Navigation.

In 1862, there arrived:

| Nationality of Vessels. | With Cargoes. | In Ballast. | Total. | Tonnage. | Crews. |
|---|---|---|---|---|---|
| British | 6 | 133 | 139 | 34,136 | 1,264 |
| Finnish | 90 | 32 | 122 | 25,817 | 1,592 |
| Norwegian | 24 | 20 | 44 | 15,242 | 395 |
| Russian | 47 | 3 | 50 | 5,416 | 1,098 |
| French | .. | 28 | 28 | 4,675 | 175 |
| Danish | 3 | 6 | 9 | 2,589 | 90 |
| Lubeck | 5 | 6 | 11 | 2,275 | 90 |
| Others | 16 | 13 | 29 | 6,489 | 176 |
| Total | 191 | 241 | 432 | 96,639 | 4,880 |
| In 1861: | | | | | |
| British | 9 | 113 | 122 | 29,695 | 1,114 |
| Others | 155 | 124 | 379 | 52,254 | 3,641 |
| Total | 164 | 237 | 401 | 82,949 | 4,755 |
| In 1860: | | | | | |
| British | 4 | 110 | 114 | 29,443 | 1,067 |
| Others | 131 | 76 | 207 | 30,132 | 1,842 |
| Total | 135 | 186 | 321 | 59,575 | 2,909 |
| In 1859: | | | | | |
| British | 9 | 83 | 92 | 23,176 | 765 |
| Others | 153 | 96 | 249 | 40,670 | 3,245 |
| Total | 162 | 179 | 341 | 63,846 | 4,010 |

Cleared in 1862:

| Nationality of Vessels. | With Cargoes. | In Ballast. | Total. | Tonnage. | Crews. |
|---|---|---|---|---|---|
| British | 140 | .. | 140 | 34,535 | 1,280 |
| Finnish | 112 | 8 | 120 | 23,457 | 1,570 |
| Norwegian | 41 | 3 | 44 | 15,242 | 395 |
| Russian | 47 | 3 | 50 | 5,416 | 1,098 |
| French | 28 | .. | 28 | 4,675 | 175 |
| Danish | 9 | .. | 9 | 2,589 | 90 |
| Lubeck | 11 | .. | 11 | 2,275 | 90 |
| Others | 27 | 2 | 29 | 6,489 | 176 |
| Total | 415 | 16 | 431 | 96,678 | 4,874 |
| In 1861: | | | | | |
| British | 121 | .. | 121 | 29,296 | 1,098 |
| Others | 223 | 56 | 279 | 53,254 | 3,641 |
| Total | 344 | 56 | 400 | 82,550 | 4,739 |

| Nationality of Vessels. | With Cargoes. | In Ballast. | Total. | Tonnage. | Crews. |
|---|---|---|---|---|---|
| In 1860: | | | | | |
| British .. .. .. .. | 113 | 1 | 114 | 29,443 | 1,067 |
| Other .. .. .. .. | 144 | 63 | 207 | 30,132 | 1,842 |
| Total .. .. | 257 | 64 | 321 | 59,575 | 2,909 |
| In 1859: | | | | | |
| British .. .. .. .. | 91 | 1 | 92 | 23,176 | 765 |
| Other .. .. .. .. | 147 | 104 | 251 | 41,104 | 3,198 |
| Total .. .. | 238 | 105 | 343 | 64,280 | 3,963 |

Of shipping employed in the coasting trade, there visited this port in 1862:

| Nationality of Vessels. | Vessels. | Tons. | Crews. |
|---|---|---|---|
| Finnish .. .. .. .. | 281 | 26,976 | 1,124 |
| Russian .. .. .. .. | 45 | 8,640 | 225 |
| Total .. .. | 326 | 35,616 | 1,349 |
| In 1861: | | | |
| Finnish .. .. .. .. | 117 | 14,085 | 468 |
| Russian .. .. .. .. | 12 | 1,488 | 48 |
| Total .. .. | 129 | 15,573 | 516 |
| In 1860: | | | |
| Finnish .. .. .. .. | 101 | 15,818 | 395 |
| Russian .. .. .. .. | 24 | 3,489 | 115 |
| Total .. .. | 125 | 19,307 | 510 |

The following Table shows the arrivals of vessels of all nationalities, from the under-mentioned countries, during the last four years:

| Name of Country whence arrived. | Number of Vessels. | | | |
|---|---|---|---|---|
| | In 1862. | In 1861. | In 1860. | In 1859. |
| Russia .. .. .. .. | 243 | 231 | 180 | 170 |
| Finland .. .. .. .. | 81 | 58 | 46 | 71 |
| Great Britain .. .. .. | 42 | 48 | 26 | 36 |
| Lubeck .. .. .. .. | 15 | 15 | 17 | 13 |
| Norway and Sweden .. .. | 11 | 18 | 21 | 15 |
| France .. .. .. .. | 10 | 2 | .. | .. |
| Denmark .. .. .. .. | 10 | 2 | 3 | 8 |
| Hamburg .. .. .. .. | 5 | 5 | 5 | 3 |
| Spain .. .. .. .. | 5 | 5 | 8 | 6 |
| Brazil .. .. .. .. | 3 | 4 | 4 | 4 |
| Other Countries .. .. .. | 8 | 13 | 11 | 15 |
| Total .. .. | 433 | 401 | 321 | 341 |

There departed during the last four years to the following countries:

| Name of Country whither departed. | Number of Vessels. | | | |
|---|---|---|---|---|
| | In 1862. | In 1861. | In 1860. | In 1859. |
| Great Britain | 178 | 160 | 142 | 128 |
| France | 69 | 56 | 26 | 30 |
| Russia | 65 | 56 | 54 | 60 |
| Finland | 46 | 45 | 42 | 61 |
| Holland | 21 | 9 | 10 | 9 |
| Spain | 16 | 36 | 22 | 24 |
| Sweden | 14 | 13 | 3 | 2 |
| Lubeck | 13 | 13 | 13 | 14 |
| Other Countries | 3 | 13 | 9 | 13 |
| Total | 434 | 401 | 321 | 343 |

Wiborg was, in 1862, possessed of 14 sea-going vessels, of a total tonnage of 1,418 lasts, or 3,376 tons; 80 vessels for voyages on the lakes in the interior of a total tonnage of 5,530 lasts, or 13,166 tons; 1 sea-going steamer of 200 horse-power; 9 small steamboats of together 253 horse-power.

An Imperial Decree, of 19th February, 1862, grants unto the Swedish and Norwegian, and other yacht clubs, the right to visit also Finnish ports without paying light dues and other port charges, on the principle of strict reciprocity.

## II. Trade and Commerce.

The value of imports in 1862 amounts to 2,409,850 silver roubles, equal to 9,639,400 Finnish marks, or 351,436*l.* sterling, and the quantities of the principal articles imported in 1862, and the preceding three years, are as follows:

| Names of Articles. | In 1862. | In 1861. | In 1860. | In 1859. |
|---|---|---|---|---|
| Sugar lbs. | 1,830,396 | 1,871,312 | 1,122,819 | 1,493,500 |
| Coffee „ | 1,358,644 | 2,175,602 | 1,461,071 | 1,525,701 |
| Salt tons | 11,061 | 13,544 | 8,187 | 12,682 |
| Manufactures £ | 13,800 | 15,515 | 20,117 | 30,390 |
| Coals tons | 2,037 | 3,978 | 1,322 | 209 |
| Wine galls. | 12,675 | 12,714 | 12,223 | 9,809 |
| Spirits „ | 13,353 | 5,839 | 2,214 | 2,501 |
| Herrings barls. | 6,926 | 3,288 | 3,827 | 3,124 |
| Rye Imp. Qrs. | 87,117 | 11,113 | 6,978 | 42,299 |
| Tallow and Tallow Candles lbs. | 753,975 | 670,681 | 565,627 | 420,010 |
| Total Value £ | 351,436 | 233,787 | 175,339 | 229,226 |

The value of the Imports during the years 1862, 1861, 1860, and 1859, is distributed as follows:

| Imported from. | In 1862. | In 1861. | In 1860. | In 1859. |
|---|---|---|---|---|
| | £ | £ | £ | £ |
| Great Britain .. .. .. | 15,274 | 25,327 | 28,369 | 24,094 |
| Russia .. .. .. .. | 206,630 | 88,259 | 35,092 | 86,189 |
| Lubeck .. .. .. .. | 43,733 | 38,660 | 53,479 | 58,362 |
| Sweden and Norway .. .. | 9,425 | 5,769 | 4,392 | 6,487 |
| Hamburg .. .. .. .. | 26,440 | 14,873 | 7,292 | 11,518 |
| Spain.. .. .. .. .. | 4,445 | 2,189 | 3,846 | 2,513 |
| Belgium and Holland .. .. | 8,496 | 1,352 | 8,664 | 3,629 |
| Portugal .. .. .. .. | 411 | 248 | 623 | 1,358 |
| Italy .. .. .. .. .. | 1,767 | 1,623 | 1,957 | 1,936 |
| Brazils .. .. .. .. | 39,815 | 55,457 | 30,815 | 53,140 |
| Total Value .. £ | 351,436 | 233,757 | 175,339 | 229,226 |

The quantities of the chief articles exported during these last four years were as follows:

| Names of Articles. | In 1862. | In 1861. | In 1860. | In 1859. |
|---|---|---|---|---|
| Deals and Boards .. .. loads | 98,420 | 89,530 | 70,109 | 62,638 |
| Square Timber .. .. „ | 2,009 | 2,768 | 1,642 | 4,325 |
| Butter .. .. .. lbs. | 342,641 | 239,685 | 517,870 | 520,044 |
| Stearin Candles .. .. „ | 344,720 | 181,817 | 81,197 | 151,537 |
| Bristles .. .. .. „ | 20,786 | 25,884 | 17,120 | 12,089 |
| Total Value .. £ | 217,399 | 209,012 | 166,533 | 173,120 |

The value of Exports to the various countries in 862, 1861, 1860, and 1859, amounted to:

| Exported to. | In 1862. | In 1861. | In 1860. | In 1859. |
|---|---|---|---|---|
| | £ | £ | £ | £ |
| Great Britain .. .. .. | 130,848 | 123,305 | 107,996 | 98,138 |
| Russia .. .. .. .. | 10,536 | 13,859 | 22,263 | 22,645 |
| France .. .. .. .. | 42,532 | 33,014 | 12,143 | 18,373 |
| Spain .. .. .. .. | 9,263 | 22,376 | 10,148 | 12,738 |
| Lubeck .. .. .. .. | 8,198 | 7,362 | 6,444 | 9,848 |
| Holland .. .. .. .. | 7,405 | 2,441 | 4,739 | 3,749 |
| Denmark .. .. .. .. | 3,822 | 2,105 | 953 | 2,036 |
| Sweden .. .. .. .. | 2,495 | 3,375 | 1,535 | 4,869 |
| Belgium .. .. .. .. | 2,039 | .. | .. | .. |
| Bremen .. .. .. .. | 261 | .. | 312 | 551 |
| Total Value .. £ | 217,399 | 209,012 | 166,533 | 173,120 |

The prices of deals and battens opened in 1862 at 6*l.* 15*s.* and 7*l.*, and closed at 6*l.* 12*s.* 6*d.* and 6*l.* 10*s.* for the St. Petersburg standard of 165 cubic feet English measure. Tar and pitch is not a very important article of export at Wiborg; but also here the quantity exported increased considerably, in consequence of the high prices abroad.

The numerous and important changes in Finnish money matters relating to the Finnish money system, the public debt of the Grand Duchy, and finally the Finnish banks, are matters that ought not to be passed by without short comments.

*New Finnish Coin.*—As mentioned in my Report for 1860, an Imperial Manifest of $\frac{25 \text{ March}}{4 \text{ April}}$ 1860, introduced a new coin for Finland, to be named "Mark" in the Swedish, and "Markka" in the Finnish language.

The Mark is divided into 100 "Penni." Each Mark is to be equal to $\frac{1}{4}$ Rouble silver, or 1 Solotnik $5\frac{1}{4}$ Doli, pure silver; consequently, 52 Finnish Marks = 1 Cologne Mark, pure silver, and the silver value of 1 Finnish Mark is equal to the silver value of 9·69 Pence sterling. The country was well satisfied with this change, as the silver rouble, with its subdivisions of Copecks, on account of its too large value, is often inconvenient; and besides, the Finlanders like to have something of their own. A Decree of the 19th April, 1860, commissioned the Finnish Senate to make proposals as to the coinage of Marks and Pennis, the change of the Finnish paper-money hitherto used, and the introduction of this new money in public and private accounts. A Decree of the 30th May, 1860, authorised the Bank of Finland to issue notes of one and three marks, in order to supply the entirely wanting small coin until the new coins should be minted. A Decree of the 12th June, 1860, regulates the coinage. There shall be coined pieces of two and one mark out of silver consisting of $83\frac{1}{3}$ parts pure silver alloyed with $12\frac{2}{3}$ parts copper, these two sorts of coins to be of the full value of their denomination. Other smaller coins of silver and copper will be minted, but of less real value than their stamps indicate. According to another Decree of the 8th May, 1861, the silver coins shall show on their front side a double-headed eagle, with the escutcheon of Finland on its breast, and on the reverse the value of the coin. The copper coins have on the one side the monogram of Alexander II, and on the other their denomination. A mint is at present in the course of building at Helsingfors, a mint-master has been appointed, and the coinage is likely to commence in 1864. This affair has been purposely protracted, as in the presence of the Russian bad course of exchange it would have been of no use to issue the new coins, which would have immediately wandered abroad, leaving only the paper money behind. Now, however, the Russian course of exchange improves steadily in consequence of efficient measures adopted by the Russian Minister of Finance. By virtue of an Imperial Manifest of the 9th April, 1840, the Russian paper money, unfortunately enough, has been declared a legal tender in Finland, which makes this country an equal sufferer from the unfavourable course of exchange of the Russian money. The measures rendered necessary by the adoption of a new coin have been completed by a Decree of the 10th December, 1862, commanding that from and after the 1st of July, 1863, all public accounts in Finland are to be kept in Finnish marks and pennis, and permitting private persons to follow this example. Consequently, from the 1st July, 1863, the Finnish money circulating in the Grand Duchy will be paper money issued by the Bank of Finland of the value of 100, 40, 20, and 12 marks; and subsequently silver coins of the value of 2 and 1 marks, 75, 50, and 25 pennis, and copper coins of 20, 10, 5, and 1 pennis will be minted.

To import or export Finnish and foreign paper money, and to export silver coins, was formerly prohibited, but has now been permitted by the two Decrees of 29th August and 28th October, 1862.

*Public Stocks.*—The finances of the Grand Duchy of Finland, as a State of its own, have nothing common with those of Russia, but are kept entirely separate. Up to the year 1840, Finland had no public debt at all; in 1840 and 1841, however, bonds of 900, 300, and 100 silver roubles were issued, bearing 4 per cent. interest, and payable by the Bank of Finland three days after notice given by the holder; the whole sum thus raised was 700,000 silver roubles, about 105,000*l*. The second debt was contracted by issuing bonds, each of 50 silver roubles, to a total amount of 600,000 silver roubles, bearing $3\frac{3}{5}$ per cent. interest. The third debt arose from the cost of the late war in 1854 and 1855, which

immediately in its beginning consumed all the former savings of the Finnish State to an amount of 2,000,000 silver roubles. The Finnish Senate then hoped to cover the further war expenditure by issuing bonds of 900, 300, and 100 silver roubles, to an amount of 650,000 silver roubles; but this sum was insufficient, and there were anew emitted 1,200,000 silver roubles, in bonds of 900, 300, and 100 silver roubles. In 1858, the fourth debt was contracted by the emission of 1,500,000 silver roubles, in bonds of 50 silver roubles, bearing $3\frac{3}{5}$ per cent. interest; besides, the Russian Bank of Commerce at St. Petersburg advanced 2,500,000 silver roubles. To pay back this advance, Finland contracted a fifth loan of 5,000,000 silver roubles in St. Petersburg, against bonds of 500 silver roubles each, bearing 4 per cent. interest. 4,000,000 silver roubles of this loan have been spent, and the remaining bonds of 1,000,000 silver roubles are to be emitted in 1863 and 1864. At the close of 1861, the Finnish public debt, deducting the sums paid back, amounted to 6,145,041 silver roubles, among it about 2,500,000 silver roubles payable to the bondholders three days after notice given by them; and as this was held to be rather inconvenient, it was thought expedient to contract for this and other purposes a new loan, and to pay the 2,500,000 silver roubles back. This sixth loan has been made in Germany, with M. Rothschild and Sons at Frankfort-on-the-Maine, and amounts to 4,400,000 German dollars The bonds are of 1,000, 500, 200, and 100 German dollars, the interest $4\frac{1}{2}$ per cent., and to be paid at Frankfort-on-the-Maine, Hamburg, and Helsingfors.

*Finnish Banks.*—The Bank of Finland is the Finland Bank of State, under the direction of the Senate of Finland, and under the control of of the four States of the Grand Duchy. It was established on the $\frac{30\text{th November}}{12\text{th December}}$, 1811, and carries on all sorts of bank business, manages the Finnish Government's money transactions, and issues also notes. In 1860, its stock amounted to 13,318,967 roubles 98 copecks silver, or about 2,000,000*l.* sterling. This bank has offices throughout the country, and agents in London, Hamburg, Stockholm, St. Petersburg, and Riga. The establishment of joint-stock bank companies has been several times tried, but met with indifference from private persons, and some opposition from the Bank of Finland; at last, however, the necessary number of shares to a private bank, called the "Förenings Bank i Finland," was subscribed, and the statutes sanctioned by Government on the 21st May, 1862. The last instalment is due on the 1st July, 1863, when the whole stock of 3,000,000 Finnish marks, about 113,000*l.* sterling, will be paid in. The seat of the managing committee is at Helsingfors, and there are agents in the larger towns of Finland. This bank is, as yet, not permitted to issue notes.

Lastly, I am to mention that, in 1860, a Finnish Agricultural Union called "Finlands Hypoteksförening," whose statutes were sanctioned by Government on the 27th October, 1860, has been formed with a view to provide the owners of estates with loans on easy terms. The estates in question are valued according to rules carefully drawn up and approved by the Union and the Senate for Finland; half of the estate's value, either in cash or in bonds of the Union, is then paid to the owners, who mortgage their estates entitling the Union's mortgage respecting this loan in priority over any other mortgage. The owner pays annually to the Union 6 per cent. of the loan received, of which 5 per cent. is reckoned as interest, $\frac{3}{4}$ per cent. as repayment on account of the loan, and $\frac{1}{4}$ per cent. for managing charges. The Union emits bonds of 5,000 1,000, 500, 300, and 100 Finnish marks.

## III. Agriculture.

As a glance at the unusually large import of all kinds of grain in 1862 may already have indicated, the crop had severely suffered, and was often totally destroyed by early frosts in the middle and northern parts of Finland, particularly in the provinces of Wasa, Uleaborg, and Kuopio. This failure of the crop made it necessary to take extraordinary measures for procuring the wanted corn, and induced the Senate for Finland to make advances of money to the principal merchants, on the condition that they were to import a certain quantity of corn and flour. This measure having been resorted to immediately on receipt of the first news of a deficient harvest, and the winter setting in very late, it was possible to provide the northern provinces with the necessary provisions, though at high rates of freight. The distress in the north of Finland is this year more general than even in 1856; the poor people came in flocks down to the South to earn their livelihood there; for although corn and flour is to be had in the North, they have no money to buy it. The wet corn furnished an unwholesome food, and produced a singular form of sickness from which many died. To relieve the distressed, committees are spread all over the country in order to collect money and provisions; those parts of the country that are less affected by the famine have freely contributed, the middle and higher classes of the population taxing themselves with from one to six per cent. of their income: also Russia, and Sweden, and Lubeck sent relief. It is to be hoped that this winter will be got over comparatively well.

Wiborg, March 31, 1863.

# SANDWICH ISLANDS.

## HONOLULU.

*Report by Mr. Consul-General Synge on the Trade of Honolulu for the Year* 1863.

The decrease in the number of whale-ships arriving at the ports of these islands, which was so remarkable in 1860 and 1861, has been still more marked in 1862, the relative numbers being as follows :—

| | | |
|---|---|---|
| In 1859 | .. .. .. .. .. | 549 whalers called in. |
| 1860 | .. .. .. .. .. | 325 ,, |
| 1861 | .. .. .. .. .. | 190 ,, |
| 1862 | .. .. .. .. .. | 73 ,, |

This large diminution would seem to indicate the almost entire cessation in future years of this hitherto important accessory to the commerce of this kingdom. But notwithstanding this great falling off in what used to be considered the mainstay of the commerce of the port of Honolulu, the other figures in the comparative statement are very satisfactory, as the total amounts of the imports in 1862 are larger than those of 1861 ; and the total amount of domestic produce exported is largely in excess of that of 1860 and 1861, and only inferior to that of 1859, which figures as much the largest of any of the seventeen years of the table, and, of course, of any years in Hawaüan history.

These figures indicate that the capital and industry which were formerly employed in supplying and manning whaling-vessels from the United States, have been directed to the more certain and legitimate occupation of cultivating the soil, and otherwise collecting and exporting the productions of the country; for it is to be remembered that of the amount of domestic products exported in 1859, 191,800 dollars are for supplies furnished to whalers against only 53,600 dollars in 1862. The great increase in exports has been in sugar, coffee, hides, tallow, and in paddy and rice; 801,699 lbs. of paddy, and 111,000 lbs. of rice having been exported during the past year, whereas those two articles had never figured as exports in any previous year.

The apparent decrease in the export of wool arises solely from the accident of the period of shearing or shipping, as the average quantity produced and shorn is steadily increasing.

A considerable number of new sugar plantations are in progress, and the most sanguine expectations are entertained that the production of this commodity will in time rival that of Mauritius and of the West India Islands. These islands are much the nearest sugar-growing region to the rapidly increasing markets of Oregon, California, British Columbia, and Vancouver's Island; and the advantage which the planters and shippers consequently possess in being first in the market, in the small cost of transport, and in the short time required for returns, enables them to dispose of their produce here at prices which, so far as I have opportunities of ascertaining here, are, I believe, unequalled in any sugar-growing country in the world,—averaging as they do about 3½d. to 3¾d. per lb. for the crops throughout.

In imports the total amount shows an increase over 1861, the great preponderance being from the Pacific side of the United States.

This is naturally accounted for by the fact that San Francisco is the

nearest large market in which commodities of all kinds can be quickly obtained, and where island produce can be disposed of to pay for them.

As the market of Victoria, Vancouver's Island, increases in importance, a vast proportion of the trade now carried on between these islands and San Francisco must necessarily be directed to Victoria, especially if it continue a free port. It is greatly to be hoped for the interests of British commerce, that it will so continue, and thereby retain the steadily-increasing advantage which it possesses of receiving on such beneficial terms the productions of these islands, and of furnishing us with our necessary supplies from England and other countries.

Honolulu, January 31, 1862.

## RETURN of the Imports and Exports at the principal ports of the Sandwich Islands for the Year 1862.

### IMPORTS.

#### Value of Goods paying Duty.

| | $ c. | $ c. |
|---|---|---|
| From the United States, Pacific side | 284,337 84 | |
| Ditto ditto Atlantic side | 120,447 66 | |
| Bremen | 34,630 18 | |
| Hamburgh | 83,584 81 | |
| Great Britain | 85,671 94 | |
| Vancouver's Island | 4,672 22 | |
| Sea | 5,881 33 | |
| Islands of the Pacific | 122 81 | |
| | | 619,348 79 |

#### Value of Goods and Spirits Bonded.

| | | |
|---|---|---|
| From the United States, Pacific side | 34,136 40 | |
| Ditto ditto Atlantic side | 18,655 81 | |
| Bremen | 23,791 26 | |
| Hamburgh | 13,068 55 | |
| Great Britain | 20,885 10 | |
| Vancouver's Island | 854 0 | |
| Fanning's Island | 12,567 80 | |
| Sea | 135,108 51 | |
| | | 259,069 43 |

#### Value Imported free of Duty.

| | | |
|---|---|---|
| By Hawaiian whalers | 33,163 82 | |
| Foreign ditto | 4,890 17 | |
| Returned cargoes | 2,433 19 | |
| Agriculturalists and machinery | 51,625 70 | |
| Government | 2,170 50 | |
| Stock | 2,199 47 | |
| His Majesty's Chamberlain | 1,093 5 | |
| Goods old and in use | 6,239 38 | |
| Diplomatic Agents | 7,954 25 | |
| Sundries, under Free List | 948 19 | |
| | | 112,717 69 |

| | Free. $ c. | Dutiable. | |
|---|---|---|---|
| Imports at Lahaina, Main | 1,232 87 | 2,270 88 | |
| Hilo, Hawaii | 884 36 | 2,553 97 | |
| Kawaihae, Ditto | 28 78 | — | |
| Koloa, Kauai | 132 90 | — | |
| | 2,278 91 | 4,824 85 | |
| | | 2,278 91 | |
| | | | 7,103 7 |
| | | | 998,239 6 |

## Exports.

| | $ | c. |
|---|---|---|
| Value of foreign goods | 251,882 | 74 |
| Domestic ditto | 532,941 | 87 |
| „ furnished as supplies | 53,600 | 0 |
| Total Value of Exports | 838,424 | 61 |

## Domestic Exports from Honolulu, 1862.

| | | | | | |
|---|---|---|---|---|---|
| Sugar | Barrels | 3,005,603 | Poi | Barrels | 126 |
| Molasses | Gallons | 113,977 | Pia | Lbs. | 6,861 |
| Syrup | „ | 16,468 | Beef | Barrels | 108 |
| Paddy | Lbs. | 801,699 | Beche le mer | Lbs. | 5,809 |
| Rice | „ | 111,008 | Soap | „ | 2,100 |
| Corn | „ | 154,784 | Honey | „ | 154 |
| Flour | Barrels | 2,257 | Sharks'-fins | „ | 50 |
| Pulu | Lbs. | 738,064 | Bones | Tons | 14 |
| Fungas | „ | 361,417 | Slush | Barrels | 9 |
| Coffee | „ | 146,463 | Woods, boards and logs | | 39 |
| Salt | Tons | 598½ | Mules | | 141 |
| Hides | Lbs. | 582,758 | Sheep and goats | | 110 |
| Goat skins | Pieces | 53,076 | Horses | | 5 |
| Calf skins | „ | 92 | Turkeys | | 60 |
| Tallow | Lbs. | 242,942 | Pumpkins | | 3,478 |
| Wool | „ | 40,398 | Melons | | 3,500 |
| Horns | Pieces | 9,998 | Oranges | | 1,000 |
| Sperm oil | Gallons | 11,392 | Limes, 10 kegs and 4 cases | | 5,000 |
| Whale oil | „ | 57,381 | Tomatoes | Barrels | 53 |
| Whalebone | Lbs. | 2,716 | Bananas | Bunches | 121 |
| Sweet potatoes | Barrels | 2,725¼ | Ginger | Boxes | 28 |

Sundries, curiosities, shells, fruit, &c.

| | $ | c. |
|---|---|---|
| Value of domestic produce, produce of the whale fishery at Custom-house rates, sperm oil 90 c. per gallon, whale oil 30 c. per gallon, bone 40 c. per barrel | 532,941 | 87 |
| Furnished as supplies to 42 whalers, estimated 500 dols. each | 21,000 | 0 |
| Ditto ditto 78 merchantmen, 200 dols. each | 15,600 | 0 |
| Ditto ditto National vessels | 7,000 | 0 |
| All other ports, all vessels, cargoes, and supplies | 10,000 | 0 |
| Total Value, Exports and supplies | 586,451 | 87 |

Honolulu, December 31, 1862.

COMPARATIVE VIEW of Commerce of the Sandwich Islands for Seventeen Years, from 1846 to 1862, giving the Totals for each Year.

| Year. | Total Imports. | Total Exports. | Domestic Produce Exported. | Total Custom-house Receipts. | Foreign Merchandize Re-exported. | Oil and Bone transhipped. | | | Number of National Vessels. | Merchant Vessels. | | Number of Entries, Whalers. | Spirits consumed. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Sperm. | Whale. | Bone. | | No. | Tonnage. | | |
| | $ c. | $ c. | $ c. | $ c. | $ c. | Galls. | Galls. | Lbs. | | | | | Galls. |
| 1862 | 998,239 67 | 838,424 61 | 586,541 87 | 107,490 42 | 251,882 74 | 12,522 | 460,407 | 193,920 | 7 | 113 | 48,687 | 73 | 8,940 |
| 1861 | 761,109 57 | 659,774 72 | 476,872 74 | 100,115 56 | 182,901 98 | 20,435 | 795,988 | 527,970 | 7 | 94 | 45,962 | 190 | 9,676 |
| 1860 | 1,223,749 5 | 807,459 20 | 480,526 54 | 117,302 57 | 326,932 66 | 47,859 | 782,086 | 572,900 | 10 | 117 | 41,226 | 325 | 14,295 |
| 1859 | 1,555,558 74 | 931,329 27 | 628,575 21 | 132,129 27 | 302,754 6 | 156,360 | 1,668,175 | 1,147,120 | 5 | 139 | 59,241 | 549 | 14,158 |
| 1858 | 1,089,660 60 | 787,082 8 | 529,966 11 | 116,138 23 | 257,115 97 | 222,464 | 2,551,382 | 1,614,710 | 10 | 115 | 45,875 | 526 | 14,637 |
| 1857 | 1,130,165 41 | 645,526 10 | 423,303 91 | 140,777 3 | 222,222 91 | 176,300 | 2,018,027 | 1,295,525 | 10 | 82 | 26,817 | 387 | 16,144 |
| 1856 | 1,151,422 99 | 670,824 67 | 466,278 79 | 123,171 75 | 204,545 88 | 121,294 | 1,641,579 | 1,074,942 | 9 | 123 | 42,213 | 366 | 14,779 |
| 1855 | 1,383,169 87 | 572,601 49 | 274,741 67 | 158,411 90 | 297,859 82 | 109,308 | 1,436,810 | 872,954 | 13 | 154 | 51,304 | 468 | 18,318 |
| 1854 | 1,590,837 71 | 585,122 67 | 274,029 70 | 152,129 58 | 311,092 97 | 156,484 | 1,683,922 | 1,479,678 | 16 | 125 | 47,288 | 525 | 17,537 |
| 1853 | 1,401,975 86 | 472,996 83 | 281,599 17 | 155,650 17 | 191,397 66 | 175,396 | 3,787,348 | 2,020,264 | 7 | 211 | 59,451 | 535 | 18,123 |
| 1852 | 759,868 54 | 683,395 20 | 257,251 69 | 113,001 93 | 381,141 51 | 173,490 | 1,182,738 | 3,159,951 | 3 | 235 | 61,065 | 519 | 14,150 |
| 1851 | 1,823,821 68 | 691,231 49 | 309,828 94 | 160,602 19 | 381,402 55 | 104,362 | 909,379 | 901,604 | 7 | 446 | 87,920 | 220 | 9,500 |
| 1850 | 1,035,058 70 | 783,052 35 | 536,522 63 | 121,506 73 | 246,529 72 | .. | .. | .. | 12 | 469 | 90,304 | 237 | 8,252 |
| 1849 | 729,839 44 | 477,845 81 | 279,734 74 | 83,231 32 | 198,102 7 | .. | .. | .. | 12 | 180 | .. | 274 | 5,717 |
| 1848 | 605,618 73 | 300,379 98 | 366,819 43 | 55,568 94 | 33,551 55 | .. | .. | .. | 6 | 90 | .. | 254 | 3,443 |
| 1847 | 710,138 52 | 264,226 63 | 219,018 53 | 48,801 25 | 57,208 7 | .. | .. | .. | 4 | 71 | .. | 167 | 3,271 |
| 1846 | 598,382 24 | 363,750 74 | 301,625 0 | 56,506 64 | 62,325 74 | .. | .. | .. | 17 | 65 | .. | .. | 6,491 |

# SAXONY.

## LEIPZIG.

*Report by Mr. Consul Crowe on the Trade of Leipzig for the year* 1862.

TRADE at Leipzig during 1862 was no better than in 1861, a necessary result of the continuance of the cotton crisis, which is now more menacing than ever. If one considers the market for foreign or Zollverein goods in reference only to the stocks accumulated here during 1862, it would appear as if more business than usual had been done. That larger stocks were on the spot than in 1861, showed, however, that the supply was above the wants of the public. More goods remained unsold at the fairs than is usually the case; and to the caution exercised by buyers may be assigned the still low prices of manufactured produce as compared with the cost of raw material. The amount of German goods brought to the fairs during 1862 is known, because every centner of them is registered for the payment of the fair dues. That of the additional trade at Leipzig out of the fairs cannot be estimated in any way, because there is no means of controlling the entries. It is ascertained, indeed, that the railway companies and other carrying bodies bring more than five millions centners of goods of all kinds into this city during the year, but no means have as yet been discovered by which to distinguish the articles so imported. All that can be given with certainty is the amount of the trade in foreign manufactures and raw produce, and the amount of German goods brought into Leipzig during the fairs. As regards the latter, the following Table gives a trustworthy return .—

AN Account of the Quantities of Goods, the manufacture of the States of the German Customs' Union, brought to the Leipzig Fairs in the year 1862.

| | Description of Goods | New Years' Fair | Easter Fair | Michaelmas Fair |
|---|---|---|---|---|
| | | Centners* | Centners | Centners |
| 1 | Cotton Manufactures | 16,568 | 31,713 | 30,803 |
| 2 | Iron Manufactures | 1,569 | 3,822 | 3,789 |
| 3 | Yarn (Cotton and Wool) | 665 | 953 | 947 |
| 4 | Glass and Mirrors | 744 | 2,517 | 2,757 |
| 5 | Fine Wood Manufactures | 287 | 1,664 | 1,172 |
| 6 | Instruments | 351 | 349 | 706 |
| 7 | Made up Clothes | 477 | 577 | 1,164 |
| 8 | Copper and Brass Manufactures | 87 | 606 | 464 |
| 9 | Hard and Small Wares | 1,632 | 6,147 | 8,186 |
| 10 | Leather | 10,269 | 25,678 | 34,806 |
| 11 | Leather Wares | 379 | 2,523 | 3,663 |
| 12 | Linen Manufactures | 7,716 | 11,551 | 10,685 |
| 13 | Paper | 2,434 | 3,870 | 4,029 |
| 14 | Porcelain | 1,263 | 2,868 | 3,584 |
| 15 | Furs | 253 | 508 | 1,062 |
| 16 | Silk Manufactures | 342 | 2,346 | 2,772 |
| 17 | Mixed Silk Manufactures | 447 | 1,435 | 1,093 |
| 18 | Straw Manufactures | 26 | 452 | 163 |
| 19 | Carpets | 148 | 97 | 207 |
| 20 | Woollen Manufactures | 32,030 | 50,780 | 57,803 |
| 21 | Weighing Machines | .. | 85 | 178 |
| 22 | Other Articles | 886 | 1,351 | 2,003 |
| | Totals .. | 78,573 | 151,892 | 171,991 |
| | Grand Total .. | 402,456 Centners. | | |

* Centner = 110½ lbs. avoirdupois.

From this Table it will appear that German cotton goods were, at the three fairs, an equal stock to that imported throughout the whole

year from abroad (see Table of Foreign Imports); and, in comparison with the statistics of last year that the stocks in 1862 were larger than in 1861; but as more than half the German goods at the fairs found no purchasers, this increase does not show an improvement of trade. The sale of woollens, on the other hand, was brisk at the fairs; the supply larger than for some years past, and this branch at least of German manufacture, may be said to have received a strong impulse. The same observations may apply to linen. Leather and leather manufactures show an increase; whilst in furs the market underwent a most remarkable depression.

In foreign goods the business was fair, and shows an increase on that of 1861. The amounts may be noted in the following Table.

An Account of the Quantities of Foreign Goods wholly or in part Manufactured, and of Raw Materials for Manufactures, imported into Leipzig at and between the Fairs, in the year 1862, and of those sold for home consumption and exportation respectively, including the goods remaining in warehouse at the close of 1861.

| | Description of Goods | Imported | Sold for Home Consumption | Sold for Exportation |
|---|---|---|---|---|
| | I.—Manufactures | Centners | Centners | Centners. |
| 1 | Cotton Manufactures (chiefly British) .. | 16,463 | 4,023 | 7,478 |
| 2 | Hardware (coarse British) duty 10 thalers | 2,253 | 798 | 471 |
| 3 | „ finer (duty 50 thalers) ..... | 651 | 313 | 176 |
| 4 | „ finest, (duty 100 thalers) .... | 84 | 43 | 28 |
| 5 | Silk Manufactures ..... | 3,163 | 1,175 | 1,208 |
| 6 | Mixed Silk Manufactures ..... | 1,548 | 655 | 565 |
| 7 | Woollen ditto, plain (chiefly British).... | 16,218 | 6,956 | 5,445 |
| 8 | Ditto figured and printed (duty 50 thls.) | 2,709 | 948 | 1,064 |
| 9 | Cotton Yarn (British)..... | 35,606 | 29,103 | 3,626 |
| 10 | Iron Manufactures ..... | 3,151 | 2,456 | 200 |
| 11 | Glass..... | 2,602 | 1,969 | 46 |
| 12 | Wood Manufactures..... | 1,329 | 1,307 | 13 |
| 13 | Instruments..... | 154 | 135 | 2 |
| 14 | Clothes..... | 63 | 4 | 47 |
| 15 | Copper and Brass Manufactures ..... | 351 | 350 | 1 |
| 16 | Leather and Leather Manufactures .... | 1,565 | 642 | 309 |
| 17 | Ditto Gloves..... | 11 | 10 | .. |
| 18 | Linen Yarn ..... | 2,246 | 2,193 | 44 |
| 19 | Linen, bleached (British) ..... | 1,443 | 402 | 617 |
| 20 | Cambric, Tape, &c..... | 65 | 30 | 15 |
| 21 | Paper and Works of Paper ..... | 325 | 313 | .. |
| 22 | Silk, twisted and untwisted ..... | 795 | 795 | .. |
| 23 | Straw Manufactures..... | 216 | 170 | 26 |
| 24 | Porcelain and Earthenware..... | 202 | 152 | 20 |
| 25 | Wax Cloth ..... | 3,388 | 1,480 | 1,097 |
| 26 | Woollen Yarn ..... | 54,680 | 49,064 | 3,350 |
| 27 | Carpets..... | 1,342 | 172 | 878 |
| 28 | Other Articles ..... | 29,972 | 29,048 | 4,79 |
| | II.—Raw Articles. | | | |
| 29 | Cotton Wool..... | 12,619 | 12,619 | .. |
| 30 | Drugs, Chemical Dyes, &c..... | 45,042 | 42,748 | 1,086 |
| 31 | Raw Hides and Skins ..... | 47,822 | 45,330 | 1,569 |
| 32 | Cocoa Nut and Palm Oil ..... | 13,717 | 13,346 | .. |
| 33 | Sheeps' Wool ..... | 16,478 | 18,415 | .. |
| | Total .. | 318,268 | 265,164 | 29,860 |

It will appear from the foregoing, that whilst the import of raw cotton was reduced to half the quantity registered in 1861, the weight of cotton yarn chiefly sent hither from Great Britain underwent a comparatively small diminution, whilst the import of cotton manufactures (mostly British) has shown an increase. At the same time, the trade in silk and woollen manufactures has taken a fair stride in advance, and shared the progress to be noticed in the business for woollen yarn and the raw staple.

England's part in this result may be seen from the following Table, giving an approximate estimate of the quantity and value of the British manufactures brought to Leipzig in the course of the year 1862, calculated at the same rates as in previous years, but taking into account the increase in the price of cotton goods generally (33 per cent.).

| | Description of Goods. | Proportion of whole Foreign Imports | Price per Centner £ | s. | d. | Quantity. | Value Sterling |
|---|---|---|---|---|---|---|---|
| | | | | | | Centners | £ |
| 1 | Cotton Manufactures .... | $\frac{17}{20}$ at | 26 | 10 | 0 | 13,993 | 370,814 |
| 2 | Hardware (coarse) ..... | all at | 6 | 0 | 0 | 2,253 | 13,518 |
| 3 | Silk Manufactures ..... | $\frac{1}{10}$ at | 225 | 0 | 0 | 197 | 44,325 |
| 4 | Mixed ditto ..... | $\frac{1}{2}$ at | 125 | 0 | 0 | 774 | 96,750 |
| 5 | Woollen Manufactures .. | $\frac{9}{10}$ at | 30 | 0 | 0 | 14,593 | 437,790 |
| 6 | Cotton Yarn..... | all at | 5 | 10 | 0 | 35,606 | 195,833 |
| 7 | Iron Manufactures ..... | all at | 2 | 5 | 0 | 3,151 | 7,089 |
| 8 | Leather & Leather Manuf. | $\frac{6}{7}$ at | 15 | 0 | 0 | 939 | 14,085 |
| 9 | Linen Yarn ..... | $\frac{6}{7}$ at | 7 | 10 | 0 | 1,347 | 10,095 |
| 10 | Linen bleached..... | all at | 22 | 10 | 0 | 1,443 | 32,468 |
| 11 | Woollen Yarn ..... | $\frac{9}{10}$ at | 11 | 5 | 0 | 49,212 | 541,332 |
| 12 | Other manufactured articles | $\frac{3}{5}$ at | 22 | 10 | 0 | 17,988 | 394,730 |
| | | | Totals .. | | | 142,596 | 2,158,829 |

Amongst the British articles which find most sale on this market, in addition to yarns (at the Easter fair of 1862, no less than 5,112 centners of single and double thread unbleached yarn of British manufacture found buyers), are shirtings, jacconets, piqués, muslins, net, barège, moleskins, Nottingham goods, cotton velvet, lace, Bradford worsted stuffs and mixed goods, alpacas, paramattas, moirés, lastings, parateas, printed, plain, or patterned; blonde, ribbands, mixed silk, linen, damask, and slops. It may be remarked, that in spite of continual assertions in various quarters here, that the business in English goods is declining, the truth is, on the contrary, that an increase in the proportion of English imports of all kinds of yarns, woollens, and half woollens, cotton goods, chiefly piqués and lace and linen, may be noticed.

It is of interest to call attention to the fact, that above 2,000 centners of so-called leather cloth, chiefly manufactured from Indian cotton in the United States, and prepared with linseed oil and turpentine, found purchasers at Leipzig during the year.

*State of the Manufacturing Districts.*—Saxony has not, hitherto, felt the distress arising out of the cotton crisis as England and France have done. The pressure upon the population generally is, however, undeniable, and I have been able to obtain from authentic sources the following facts.

Of the manufacturing population in Saxony, that which, as yet, has most suffered, is the class of spinners employed in about 150 mills, with 650,000 spindles. As to wages, the workmen are paid by time, or piece,

at an average of about nine shillings per week; the highest weekly wages of a master being fifteen, the lowest (of a companion) seven shillings; whilst women get from two to five shillings a-week, and children eighteen pence to half a crown. The Saxon spinners are chiefly situated in the valleys of Chemnitz, Fshopau, and Flöpa. The manufacturers next in order, in the ratio of distress, are the weavers of heavy cotton stuffs (Nutweida, and its neighbourhood); the stocking-makers (Chemnitz, Stollberg, Lichtenstein, and Waldenburg); the weavers of light stuffs (Chemnitz, Frankenberg and the Voightland); the weavers of mixed stuffs (Glauchau, Meerane, Hohenstein-Ernsthal, and the Voightland). The manufactures of small wares (Kurz und Posamentier-Waaren) are free from the pressure (Annaberg, Buchholz, &c.).

The greater number of spinners in Saxony, producing the coarse, number from 20 to 30, and are closed. A few still work from six to eight hours per diem, but in Chemnitz, the idle men have been, where possible, put to light work in building and other trades. The wealthiest owners, in the meanwhile, continue to pay each married workman half his usual wages even when he is standing still, leaving the unmarried men to shift for themselves. The less wealthy owners confine themselves to paying all round to their able workmen from one-third to one-half their usual wages, employing as many as they can in agriculture or other work on their estates. Those who are able to give six to eight hours work per diem pay *pro rata*. The result is, that in Chemnitz alone, which has a population of 50,000 souls, about 13,000 artisans are reduced to one-third, one-half, or no pay. Very few firms I am informed have left their workmen on the parish. The second class of artisans above noted, viz, weavers of heavy cottons, live in a part of Saxony where they may turn with more ease than elsewhere to agriculture for support. The stocking weavers are accustomed to hardships, having scarcely recovered from a crisis not many years ago. Yet their wages at present are one half or one-third lower than in 1860, so that, in a short time, if the hardship last, the whole of them will be paupers.

In the Voightland, where families of weavers live in villages, and produce from their looms light cotton stuffs, embroidered muslin, cambrics, mulls, lace, and curtains, the distress is already great. In the principal towns, Plauen, Lengenfeld, and Auerbach; in the large villages, Schneeberg, Eibenstock, Lössnitz, and Shonheide, all the companions (*Geselle*), about fifty per cent. or more of the weaving population are out of employ; and the trade, valued three millions sterling a-year, is at a stand. The manufacturers who still work do so on short time, and have reduced wages twenty per cent. In the cottages, the looms are, in a small proportion, busy. But the ingenuity of the Voightland weaver is gradually finding a commencement of relief for the evils under which he labours. He has altered his loom, and, instead of cotton, makes mixed cotton and woollen articles. This alteration, which is also noticeable throughout the manufacturing districts of Thuringia, turns out profitably, and has already given a strong impulse to the now prosperous class of worsted spinners. Indeed, it is expected that the woollen trade and mixed woollen trades will prosper still further; and the fair now open at Frankfort on the Oder shows a lively demand for worsted stuffs, chiefly for Poland, where the unsettled state of the frontier allows of smuggling much below the usual rates of insurance. In spite, however, of this effort to remedy an almost unalterable state of hardship the prospects of the Voightland weavers are bad. The stocks are full, and there is a cry for Government aid in the shape of railway or other public works, for the employment of able-bodied artisans, who must otherwise starve. Hitherto the Government has done nothing for the relief of the manufacturing districts; but it is thought likely that in a

country where everything like aid must emanate from official powers the latter will now be obliged to interfere.

The population of Saxony, collectively, has borne its hardships manfully, and it may be said of the parishes and landed proprietors, that they have endeavoured to allay the general misery, by undertaking roads and improvements, with this advantage in their favour, that they get the required labour at a cheaper rate than usual,

The mining districts have not suffered much, nor have the ironmasters to complain; but the coal and lignite mines in the valleys of Dresden, Planen, Zwickau, Chemnitz, and Glauchau, and the lowlands of the Lausitz are, of course, deprived of much custom by the stoppage of many mills throughout the kingdom.

*The Harvest.*—The year 1862 was, in Saxony, dry throughout: three weeks of unsettled weather between June and July hardly moistening the ground. Vegetation began early, and progressed till late in the season. Hence a good harvest, as to quality and quantity, of grain, a poor one for straw and hay, with an exception in favour of potatoes. Winter corn, healthy in spring, grew long and weedy during the droughts. Better weather favoured the period of bloom, and led to a good result as regards the grain. Wheat and rye were for these reasons above an average crop, with a yield of straw calculated at 15 per cent. below an average. Spring-sown corn yielded better or worse according to the time of its being put into the ground. In general, the yield of grain was an average in quantity, below an average in weight, and the straw poor. Peas, beans, and other crops of the same nature, yielded more richly than in 1861. The yield of hay was 30 per cent., the second cut of clover 20 per cent. below an average. Beet, planted in hot dry weather, failed to develop its growth by 15 to 20 per cent. under an usual yield. The potatoe crop was the best that had been seen since 1848, and yielded admirably, with hardly any symptoms of disease. Rape, which promised well in spring, languished in the droughts, and yielded 30 per cent. under an average crop. The general result of the year's growth was unfavourable to cattle feeders, owing to the small quantity of good straw-food obtained. On the other hand, the abundance of potatoes was highly favourable to the operations of the large spirit distillers in this and other districts of Saxony.

The prices of agricultural produce have not varied much from those of 1861, but are, perhaps, on the whole lower.

TABLE showing the Highest Prices per Imperial Quarter of various sorts of grain, at the Leipzig market, during 1862.

| Names and Qualities of Articles. | April | July | September | December |
|---|---|---|---|---|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| Wheat | 2 16 6¼ | 2 13 11¾ | 2 15 9½ | 2 12 2 |
| Rye | 1 19 2½ | 1 19 2½ | 2 2 1 | 1 19 2½ |
| Barley | 1 8 3 | 1 7 6½ | 1 8 3 | 1 8 3 |
| Oats | 0 15 11½ | 0 17 5 | 0 18 10½ | 0 16 3¾ |

*Murrain.*—A cattle murrain having broken out in Bohemia and Hungary, in November 1861, the Saxon Government issued an order on the 23rd of that month, prohibiting the import into Saxony of all horned cattle and pigs, and of all raw hides. In February, 1862, the murrain appeared to have spent its fury to some extent; and the Saxon Government (Order of February 4), removed the previous prohibition in so far as pigs were concerned. A further order (March 15) removed the prohibition to import into Saxony for all but Podolian, Hungarian, and Galician steppe cattle,

not having previous to import stood for at least two months in Bohemia or Moravia. The murrain, in the meanwhile, remained active in Galicia, and, about October 1862, spread, onwards into Hungary and Bohemia. The Saxon Government was induced, in consequence, to renew its prohibition; and, on the 28th of October, 8th of November, 7th and 18th of December, closed the frontier of Sax-Bohemia to all horned cattle, horns, new and unsalted hides, Hungarian and Polish swine, sheep, goats, grease in skins, and wool from the Austrian dominions. The import of wool was, however, allowed in particular cases (Order of December 18), if accompanied by certificates of origin from places not attacked by the murrain. During January of the present year, the murrain seems to have lost some of its severity; and on the 30th of that month the frontier traffic in horned cattle, sheep, goats, and pigs, along the Sax-Bohemian line was again allowed. The more general traffic in the same products was permitted on certificate of Bohemian origin; and, in this respect, the following sorts were distinguished—hard dried salted hides, horns, dried, whitened, or salted skins, salted and dried gut, raw wool, hair, bristles in bags, melted tallow from horned cattle and pigs, and smoked meat.

*Railways.*—Two new portions of railway have been added in 1862 to the lines already in existence in Saxony. On the 11th of August, a line from Tharandt to Freiberg, 17 miles; on the 14th of October, a line from Pristewitz to Grossenhain, 3 miles, were opened.

*Exchange.*—The following Table shows the monthly rate of exchange on London per pound sterling at Leipzig, during the year 1862 :—

| Year 1862 | At Seven Days | | At Three Months | |
|---|---|---|---|---|
| Months | Thlr. | gr. | Thlr. | gr. |
| January | 6 | 21½ | 6 | 20½ |
| February | 6 | 22½ | 6 | 21½ |
| March | 6 | 23 | 6 | 21½ |
| April | 6 | 23 | 6 | 21½ |
| May | 6 | 23¼ | 6 | 21⅜ |
| June | 6 | 23¾ | 6 | 22 |
| July | 6 | 23⅞ | 6 | 23 |
| August | 6 | 23¾ | 6 | 22⅜ |
| September | 6 | 23⅜ | 6 | 22 |
| October | 6 | 22⅞ | 6 | 21⅝ |
| November | 6 | 22¾ | 6 | 21¼ |
| December | 6 | 22½ | 6 | 21¼ |

Leipzig, March 6, 1863.

# SOCIETY ISLANDS.

## RAIATEA.

*Report of Mr. Consul Wodehouse on the Trade of the Island of Raiatea for the year* 1861.

*Shipping and Navigation.*—I am unable to give the names or numbers of the vessels, coastwise or otherwise, which have been engaged in the export and import trade of the group in the year 1861, as I have found no such record kept during the past year among the Consular archives. I will forward as correct a return as it is possible to make, in the absence of any Custom-house, at the end of the present year.

*Pilotage and Harbour Dues.*—Pilotage, 2*s.* per foot; Harbour dues, 2*s.* per foot. Boats under 15 tons are subject to a charge of 8*s.* each time of anchoring.

*Raiatea.*—The Island of Raiatea possesses a good and secure port on the weather side of the island, at Uturoa, the principal settlement.

It is a reef harbour, and possesses two or three entrances. The entrances and the exit are both equally good, the wind always blowing directly through. The only disadvantage is the depth of water, about 18 to 24 fathoms. There are altogether seven anchorages, on the weather and lee sides of the island, good and accessible, and egress easy, except with a due south wind.

*Tahaa.*—Tahaa, to the northward of Raiatea, is surrounded by a number of small islands, which have passages between them encumbered with coral reefs.

*Huaheine.*—Huaheine is the easternmost island of the group. There is a harbour, Ouharie, at the north-western end of the island, much frequented by Captain Cook. There is another entrance, more to the southward.

*Borabora.*—Borabora, situated to the north-west of Tahaa, has but one harbour on the western side, very spacious and difficult of access, the wind blowing directly out. It is well sheltered. Depth of water, 25 fathoms, on good holding ground.

*Maupite.*—Maupite is the westernmost of the group. Harbour too shallow to admit a vessel over 150 tons burthen.

*Shipping and Navigation.*—Small schooners and cutters, for the inter-island traffic, are built at the different islands of the group, and owned partly by Europeans and partly by natives.

*Trade and Commerce.*—The principal articles of export are cocoa nut oil, oranges, lime juice, bêche-de-mer, and recently three new articles have been exported, fungi, kauri shells, and pearl shells.

Cocoa-nuts form the general article of barter throughout the islands, for calicoes, cotton cloths, knives, cordage, groceries, &c., which are imported chiefly from Tahiti.

The value of the imports and exports for the year 1861, will appear by the following Table:—

| Imports | Total Value | Exports | Total Value |
|---|---|---|---|
| Cotton Cloths, Prints, Calicoes and Twills, Ready made Clothing, Iron ware, Cordage, Groceries..... | £4,197 1 4 | Cocoa-nut oil, Oranges, Bêche-de-Mer, Fungus, Kauri shells, Lime juice, Pearl shells..... | £4,026 10 7 |

The above return is as near an approach to accuracy as it has been possible to obtain.

*Duty.*—No duties of any kind are imposed, with the exception of a slight one on spirits, the sale of which is prohibited throughout the islands.

*Exchange.*—The average rate of exchange is 5 dollars to the pound sterling.

*Weights and Measures.*—English weights and measures are used throughout the island.

*Money.*—The coins in circulation will appear in the following Tables:—

| | | | |
|---|---|---|---|
| Gold ... | English Sovereign | = | $5·00 |
| | French Napoleon | = | $4·00 |
| | Eagle of United States | = | $10·00 |
| | American dollar | = | $1·00 |
| | French five franc piece | = | $1·00 |
| Silver... | English shilling | = | $0·25 |
| | Spanish dollar | = | $1·00 |
| | American dollar | = | $1·00 |

*Agriculture.*—The chief cultivations are, taw, yams, plaintains, sweet potatoes; cocoa nuts, bread fruit, oranges, arrowroot, and limes abound.

There are plenty of pigs and fowls.

Nearly a thousand head of cattle, chiefly the property of foreign residents, roam over the mountains of Raiatea and Tahaa. About fifty are to be found at Huaheine. From Borabora they are altogether excluded. A small number of sheep, about forty, have been imported by foreigners.

All the islands are capable of yielding large crops of rice, sugar, cotton, and tobacco, were labour cheap and abundant, instead of being expensive and difficult to procure. Nor, indeed, is it much to be wondered at, that the native, with but few wants, and those easily supplied, should be reluctant to toil under a tropical sun for that which, in his eyes, is but of little profit.

*Population.*

| | Natives. | | Foreigners. |
|---|---|---|---|
| Raiatea | 1,000 | .. | 12 |
| Tahaa | 500 | .. | — |
| Huaheine | 750 | .. | 27 |
| Bornbora | 550 | .. | 2 |

As no census has been taken by the Missionaries for some years the above is only an approximate calculation.

*Industry.*—The only manufacture in which the natives are engaged is cocoa-nut oil.

*Public Works.*—There are no public works. The roads, if such they can be called, being almost impassable after rain; and the people take no trouble even to keep in order the little foot-bridges constructed at the cost of little labour, and hardly any expense.

Raiatea, April 8, 1862.

## RAIATEA.

*Report by Mr. Consul Wodehouse on the Trade and Commerce of the Society or Leeward Islands, for the Year* 1862.

### Shipping and Navigation.

The commerce of the Islands is almost entirely carried on by small coasting vessels, with very few exceptions, the property of British subjects. Ships of any size have long ceased to visit these shores. A few whalers have been in the habit of resorting to Huaheine for fresh water and provisions, but, owing to the decrease of the whaling trade, hardly any have touched there during the past year.

The following vessels were engaged during the past year:—British, 3; foreign, 1; coasting, 10. Total tonnage, 976.

*Pilotage and Harbour Dues.*—Pilotage is 2*s.* per foot. Harbour dues the same. Boats under fifteen tons are subject to a charge of 8*s.* each time of anchoring.

*Raiatea.*—This island possesses a good and secure port, on the weather side. It is a reef harbour, and possesses several entrances. The entrance and the exit are both equally good, the wind always blowing directly through; the only disadvantage is the depth of water—from about eighteen to twenty-four fathoms. There are altogether seven anchorages on the weather and lee sides of the island, good and accessible, and egress easy, except with a due south wind. There is only one good landing-place for boats at the principal port, Uturoa, and that is at a stone pier, built out into the deep water, by private enterprize, the island being surrounded by a shore reef to the distance of about one hundred feet from the land.

*Tahaa.*—To the northward of Raiatea, and encircled by the same reef.

*Huaheine* is the easternmost island of the group. There is a harbour, Owharre, at the north-western end of the island, and another entrance more to the southward. The entrance to the bay of Fare, or Owharre, is easy, unless the wind blows strongly from the south-east.

*Borabora.*—Situated to the north-west of Raiatea, has but one harbour on the western side, very spacious, but difficult of access, the wind blowing directly out. It is well sheltered; depth of water twenty-five fathoms, on good holding ground.

*Maupite* is the westernmost island of the group; harbour too shallow to admit a vessel over 150 tons burthen.

### Trade and Commerce.

*Exports.*—The principal articles exported are—cocoa-nut oil, oranges, lime-juice, kauri shells, and pearl shells.

The export of the biche-de-mer, or sea-slug, has been discontinued as unprofitable.

Cocoa-nuts form the general article of barter throughout the islands for calicoes, cotton cloth, knives, cordage, groceries, &c., which are imported chiefly from Tahiti.

The value of the imports and exports for the year 1862 were—*Imports.*—Cotton cloths, prints, calicoes, ready-made clothing, iron-ware, cordage, and groceries, 2,735*l.* 4*s.* 8*d.* *Exports.*—Cocoa-nuts, oil, oranges, kauri shells, lime-juice, and pearl shells, 2,018*l.* 6*s.* 8*d.*

This does not include the island of Borabora and Huaheine; as I have not yet received from the traders in those places their accounts for the year 1862, and as communication between the islands is very uncertain, I thought it better not to delay this Report.

There is only one British subject resident at Borabora, Mr. Blackett; he has recently set up an apparatus for scraping his cocoa nuts by steam, by which means he can scrape five thousand nuts per day.

The trade at Huaheine is, I am told, very inconsiderable.

The difficulty of obtaining a supply of cheap and continuous labour in these islands has been so great that most of those engaged in commerce here, and Mr. Blackett at Borabora, employ natives from some of the islands to the westward, who, being poorer and more numerous, are glad to be employed at a more reasonable rate than that demanded by the indolent inhabitants of this group, who for a day's work demanded 2*s.*; whilst the former can be hired for periods extending from one to two years, at about 5 dollars (1*l.*) a month, either in trade or money, or half trade and half money, with the understanding that at the end of their service they are to be conveyed to their own country. I have every reason to believe, and I have taken pains to ascertain, that these natives are kindly treated by their employers.

*Duty.*—The only duty imposed is a slight one on spirits, the sale of which is generally prohibited throughout the islands.

## Agriculture.

The chief cultivations are taro, yams, plaintains, sweet potatoes, cocoa-nuts, bread-fruit, and bananas.

Pine-apples are in some districts of the island cheap and abundant, a large bunch costing only a shilling.

The sugar-cane, which grows spontaneously, was formerly cultivated.

The *vi*, or Brazilian plum, is an excellent substitute for apple; it bears one crop in the year.

There ought to be an abundant supply of food throughout the year, but it frequently happens that between the intervals of the bread-fruit crop great scarcity of food prevails, through the neglect of the natives to plant sufficient taro. Such has been the case this year.

The islands are capable of producing large crops of rice, sugar, cotton, and tobacco, were labour only cheap and abundant.

| Population. | Natives. | Foreigners. |
|---|---|---|
| Raiatea .. | 1,000 | 14 |
| Tahaa .. | 500 | 8 |
| Borabora .. | 750 | 2 |
| Huaheine .. | 550 | 27 |

As no census has been taken by the missionaries for some years, the above is only an approximate calculation.

In Raiatea during the last year the births have, I am told, considerably exceeded the deaths; but there is no doubt that the population of these islands has been much more numerous than it is at present.

*Industry.*—The only employment in which the natives engage is making cocoa-nut oil.

*Public Works.*—There are none.

Raiatea, January 23, 1863.

# SPAIN.

## ALICANTE.

*Report by Mr. Consul Barrie on the Trade of Alicante for the year* 1862.

In 1862 the number of British vessels which entered the port of Alicante was 234, of Valencia, 142, of Denia, 44, of Jabea, 26, of Torrevieja, 3, and of Benicarlo, 3. The total value of imports in these vessels, consisting chiefly of coals, railway iron, machinery, and guano, was 459,497*l.*, and of exports of raisins, oranges, wine, lead, salt, &c., 130,911*l.*

As usual, the importation of manufactured goods, drugs, &c., has been in Spanish vessels to avoid the differential duties. With regard to the port of Alicante, it is impossible to ascertain the quantities or value, in consequence of all goods for Madrid, since the 26th of May last, being landed and placed at once in railway vans on the mole, which are sealed, and conveyed under charge of Custom-house officers to the capital, where they are opened, and the corresponding duties levied. The nearest approximation I have been able to obtain is, that the amount of duties collected in Alicante, during the year, was 190,000*l.*, and reckoning them at 20 per cent., on one class of goods with another, would give 950,000*l.*, as the value of the importations despatched in this Custom-house, independent of those forwarded direct to Madrid, and of all the material and fuel for railways which are exempt from duties.

The raisin crop this year was small, and the repeated rains during the drying season injured the quality, owing to which, and the cheapness of currants in England, the prices fell from 4 dollar to 2½ dollars per quintal, which has occasioned much distress among the farmers.

As stated in my report of last year, the finishing of the mole and deepening of the harbour had been thrown up by the contractors, and was being slowly continued by the Government; but after some months the steam dredge being found incompetent, the work was entirely suspended: however, on the 27th of this month tenders will be adjudicated for a new contract, the maximum fixed by Government being 172,474*l.*; and as a company of native merchants has been formed, and parties from Marseilles and Barcelona have presented themselves with that object, the conclusion of the port in a limited time may be confidently anticipated.

On the 15th instant, the contract for furnishing ballast here was assigned in public licitation to a shipmaster named Carratalá, who is to pay 53,200 rubles (548*l.* 4*s.* 1*d.*) annually, as a subvention to the Gremio de Mareantes, which would seem to indicate that the idea of re-establishing that body is still entertained. The prices of ballast are fixed at 8 reals per Castilian ton for sand, 10 reals for gravel, and 12 reals for stone The usual ballast being sand or earth, cost, when open to competition from 5 to 6 reals Valencian ton, which is 10 per cent. heavier than the Castilian.

Alicante, February 25, 1863.

## BALEARIC ISLANDS.

*Report by Mr. Consul Considine on the Trade and Shipping of the Balearic Islands, for the Year* 1862.

The shipping, import, and export Returns for the past year present no particular feature worth noticing, the imports of the Balearic Islands coming chiefly through the continental ports of Spain (with the exception of English coal and Norwegian timber) in which ports the several duties are levied, prevent the furnishing of any accurate return, either of their amount or value.

From the most reliable sources and personal observations the average annual value of imports of Majorca may be freely cited at from 520,000*l.* to 560,000*l.* sterling. In this amount France and Algeria enter for one-fifth; France furnishing silks, paper, books, jewellery, and various other goods known under the appellation of "Articles de Paris." Algeria supplies cattle and tobacco, and America cotton, several manufactories of which exist in the islands; Havana, Porto-Rico, and the Philippines, supplying all colonial produce. The custom-house returns of the imports of Majorca for the last five years are as follows:—

From Havana, Porto-Rico, and the Philippines—

| | £ |
|---|---|
| 1858 .. .. .. .. | 150,000 |
| 1859 .. .. .. .. | 166,000 |
| 1860 .. .. .. .. | 128,000 |
| 1861 .. .. .. .. | 108,000 |
| 1862 .. .. .. .. | 130,880 |

From various other places—

| | £ |
|---|---|
| 1858 .. .. .. .. | 108,000 |
| 1859 .. .. .. .. | 91,000 |
| 1860 .. .. .. .. | 114,400 |
| 1861 .. .. .. .. | 124,480 |
| 1862 .. .. .. .. | 119,200 |

The exportation of Majorca may be stated at an average value of 560,000*l.* Havana receives about five-eighths, boots and shoes being the chief item, with oil, wine, and almonds. Oranges are exported from Soller; France receiving nine-tenths, and which may be stated as constituting her only direct trade with Majorca.

A large portion of the fresh fruits of these islands, such as cherries, apricots, peaches, and grapes, are shipped to Algeria.

Vast numbers of hogs, for which Majorca is famed, are exported to Barcelona.

England may be said exclusively to supply the steamers here with coals. Coal mines, in one or two instances, are worked in the island, but of so inferior a quality as only to admit of use in very small quantities and when mixed with foreign.

The exports for the last five years, Custom-house Returns, are as follows:—

| | £ |
|---|---|
| 1858 .. .. .. .. | 388,000 |
| 1859 .. .. .. .. | 379,200 |
| 1860 .. .. .. .. | 278,000 |
| 1861 .. .. .. .. | 288,800 |
| 1862 .. .. .. .. | 68,480 |

The failure of the almond crop last year much reduced the amount of exports.

The trade of these islands is closely linked with their agriculture, industry here being still in its infancy; the few tissue manufactories, beyond partially meeting the local demand, not being of a nature to compete with the most ordinary in any foreign market, the produce, owing to protection duties, selling at an exhorbitant rate.

Notwithstanding the fertility and varied produce of Majorca, living is extremely expensive.

A London Company appears to have purchased, in Majorca, the right of draining an extensive lake and marsh, called the Albufera, situated to the north of the island, near the small town of Alcuida. The area in question has been calculated at 8,000 statute acres, which from time immemorial has decimated the inhabitants of the district each year with its pestiferous exhalations. The difficulties to be encountered in this undertaking are looked on as only surmountable at an enormous cost.

The olive trees of this island appear, in some instances, to be attacked this year by a disease which threatens to extend its virulence, which should it do, the oil crop will be destroyed; oil being an indispensable household article in Spain, the consequences may be very serious for these countries.

The only change in the harbour of Palma since last Report has been the construction of a dredger by an English firm, for the cleansing of the port. The obnoxious duty on coal vessels being still enforced, the port authorities obliging masters of vessels to receive on board a guard while discharging their cargoes, and to pay him twelve rials, or 2*s.* 6*d.* per day (as alleged) to prevent the coals being thrown into the water and causing incumbrance. Besides this charge, vessels must also pay so much per quintal of the tonnage, towards the cleansing of the port; thus, though preventing the evil, charging for the remedy. As these charges fall heavy on British vessels, constant protests have been addressed to the Spanish Government on the subject, but as yet, apparently, to no effect, the nuisance still continuing.

Palma, May 4, 1863.

## BARCELONA.

*Report of Mr. Consul Baker on the Trade of Barcelona for the year* 1862

The year 1862 has not been favourable to British shipping in this district of Spain, for there is a serious reduction in the value of the cargoes brought by them, although the number of vessels and their tonnage are rather higher. This decrease of values is to be ascribed to the fact of the cargoes having been wholly composed of coals and coke, without any machinery or railway materials, the latter not being required by any important works in progress at present, and the former, though in much slighter proportion, being now brought to this port by steamers direct from Liverpool, and other Spanish vessels.

Foreign shipping has also suffered in this particular branch of the carriage of British goods. No change has taken place in respect to return cargoes, which are still not to be obtained either by British or foreign vessels, with slight exceptions observed in the port of Tarragona.

The past year has likewise been unfavourable to the general trade, Spanish and foreign. The expectations entertained at the termination of 1861 have thus not been realized, and this adverse result is to be imputed, primarily, to the stoppage of the cotton mills, and, secondarily, to the general curtailment of commerce and trade in all countries.

The cotton mills, of such great importance in this district, have been reduced to very limited work, and most of them are merely working two or three days in the week. The operatives thus left unemployed have been, however, provided by the municipal corporation and civil authorities with labour on roads, and cross roads, thereby obtaining means of subsistence. The supply of cotton at this port has been derived from such various sources that I have deemed the fact worthy of notice. The total arrivals only ascending to 72,100 bales, and the stock supposed to be in hand at the commencement of 1862 being merely 15,000 bales, these 87,100 bales would only have sufficed for some eight months full work of the mills, and the very high price of the raw material further weighing so heavily on the prices now demanded for the produce, it is not to be wondered that the mills should have seriously reduced their operations, and that the year 1863 should commence with a stock of the article equal to that 1862.

The making and repairing of roads and cross roads in every direction has been very extensively carried out by the Government, and large amounts of public money have been wisely expended at this moment. This government outlay has been doubly beneficial during 1862, inasmuch as owing to some want of arrangements between the Government and the Company formed for the purpose, the railway line from Gerona to France, so very desirable, and that from Granollers to the Coal Fields at San Juan de las Abadessas, have not as yet been undertaken, and it is even doubtful whether they can be commenced before the summer. The works on the line which is to connect Barcelona and Tarragona, to where a line from Valencia is being actively constructed, are in good progress, and no doubts are entertained that railway communication between Valencia, Tarragona, and Barcelona, will be fully established before the end of next year.

As a general demonstration of the state of money matters in Barcelona, I have to state that £1,000,000 of debenture and preference shares on railways and canals have been taken up during 1862, and passive dividends to the amount of £250,000 have been called for and paid during the same period, whereby it appears that a nominal capital of

£13,000,000 in shares of all kinds has been issued in this city within the last fifteen years, and the greater part of this amount, £10,500,000, has actually been paid up, on which latter sum a general interest of $5\frac{1}{3}$ per cent. has been distributed during the year from the profits of the different companies. It is, however, highly improbable that such a satisfactory result can be obtained in 1863, and when to the general gloomy state of trade and industry be added, the fears and perturbations momentarily caused by certain recent changes in the tariff adopted by the Government, which appear, however, to be prudent and moderate enough, I apprehend that the commercial difficulties of 1863 will be much greater than those of 1862.

Barcelona, January 31, 1863.

## BISCAY, GUIPUZCOA, AND OLD CASTILE.

*Report by Mr. Consul Young on the Trade of the Consular District of Biscay, Guipuzcoa, and Old Castile, for the year* 1861.

### Bilbao

*Shipping and Navigation.*—The following are the general statistics of the shipping frequenting the port during the past year, compared with the year 1860:—

British Shipping.

| Entered | | | Cleared | | |
|---|---|---|---|---|---|
| Year | Ships | Tons | Year | Ships | Tons |
| 1860 | 50 | 6,580 | 1860 | 48 | 6,420 |
| 1861 | 61 | 8,084 | 1861 | 54 | 7,070 |

Shipping of all Nations.

| Entered | | | Cleared | | |
|---|---|---|---|---|---|
| Year | Ships | Tons | Year | Ships | Tons |
| 1860 | 542 | 47,570 | 1860 | 523 | 45,258 |
| 1861 | 537 | 49,691 | 1861 | 512 | 47,063 |

Coasting Trade.

| Entered | | | Cleared | | |
|---|---|---|---|---|---|
| Year | Ships | Tons | Year | Ships | Tons |
| 1860 | 937 | 29,960 | 1860 | 918 | 28,245 |
| 1861 | 1,125 | 35,884 | 1861 | 976 | 33,491 |

*Shipping Trade.*—The activity in the shipping trade, commented on at length in the report furnished from this Consulate in the year 1860, continues. Putting aside the fact of continued large importations for the Northern and Bilbao Railroads, the gradual development of trade may also confidently be assumed to have had its share in influencing this activity.

*Steam Communication.*—Several new steam vessels have arrived to trade between this and the various other ports of the Peninsula, Great Britain, Antwerp, &c. Altogether 30 steam vessels may now be counted as regularly trading from and to Bilbao, all under the Spanish flag.

*Shipbuilding.*—This branch of trade, as will be seen by the following particulars, show a steady decline at this once considerable shipbuilding port, the introduction of steam being attributed as the cause:—

| Year | Ships | Tons |
|---|---|---|
| 1859..... | 29 | 3,641 |
| 1860..... | 10 | 2,010 |
| 1861..... | 10 | 1,378 |

*Trade and Commerce. Exports.*—In the following statistics the grain and flour shipments, which fluctuate exceedingly from year to

year, are given separately, for the purpose of showing the position of the general export trade of the port :—

| Year | Wheat and Flour | General Exports | Total |
|---|---|---|---|
| | £ | £ | £ |
| 1858..... | 56,984 | 12,480 | 69,464 |
| 1859..... | 5,839 | 21,652 | 27,491 |
| 1860..... | 123,463 | 53,755 | 177,281 |
| 1861..... | 133,224 | 45,333 | 178,557 |

The following is an analysis of the above trade :—

| Countries | Articles | Value |
|---|---|---|
| | | £ |
| Great Britain and France..... | Wheat ..... | 14,884 |
| Great Britain, France, and Cuba.... | Flour ..... | 118,340 |
| Great Britain, France, and Cuba.... | Preserved Food.. | 14,135 |
| Great Britain, France, and Cuba.... | Wines..... | 8,658 |
| Great Britain ..... | Madder..... | 5,278 |
| France..... | Liquorice ..... | 4,134 |
| Great Britain, France, and Holland.. | Minerals..... | 3,962 |
| Great Britain and Cuba..... | Beans ..... | 3,019 |
| Great Britain and Holland..... | Chesnuts ..... | 1,744 |
| France..... | Lambskins ..... | 1,397 |
| France..... | Cocoa ..... | 1,367 |
| Cuba ..... | Straw Paper..... | 745 |
| France and Cuba ..... | Gums..... | 732 |
| Great Britain and Cuba..... | Vermicelli..... | 456 |

*Imports.*—A steady increase in the imports has been for some years observable; but the result of the import trade for 1861, which is nearly double that of the two preceding years, and nearly three times as great as that of the year 1858, will be seen with satisfaction by those interested in the progress of the port. The following Table shows the imports for the past and three preceding years, and it is to be specially observed, that these returns are entirely independent of railway material, plant, and machinery.

It may also be fairly assumed that this position will be maintained, for, excepting the item of jute, which was largely imported under exceptional circumstances, noticed hereafter, there appears to be no reason to suppose that the large increase referred to has been owing to anything but a steady advance and development of the trade of the port.

| | | | |
|---|---|---|---|
| 1858..... | £586,944 | 1860..... | £839,747 |
| 1859..... | £755,677 | 1861..... | £1,361,409 |

The following Table shows the relative position of the importing countries:—

| Countries | Value of Imports |
|---|---|
| | £ |
| Great Britain ..... | 454,886 |
| Venezuela..... | 323,332 |
| Norway and Sweden ..... | 261,057 |
| France..... | 170,607 |
| Cuba ..... | 91,430 |
| Holland, Belgium, and Germany.... | 60,095 |

From the above it is evident that Great Britain takes the lead she has long maintained in the foreign trade of the port; and, by a reference to previous returns it would be seen that she continues yearly to increase that advantage. The Spanish American colonies of Venezuela, Uruguay, from a large importation of cocoa, come next. Norway and Sweden, from the immense quantity of that staple article of commerce, the salted codfish, which they send, follow in rotation; then France; then Cuba with considerable imports of sugar and spirits; and last in the list Holland, Belgium, and Germany.

The following analysis refers to the comparative importance to various articles of importation:—

| Articles | Country | Value |
|---|---|---|
| | | £ |
| Cocoa | Cuba and Venezuela | 316,567 |
| Salted Codfish | Norway, Sweden, and Great Britain | 289,210 |
| Yarns | Great Britain and France | 129,708 |
| Jute Yarn | Great Britain | 118,256 |
| Drugs and Chemicals | Great Britain and France | 72,502 |
| Tobacco | Holland, Belgium, and Great Britain | 68,735 |
| Sugar | Cuba, United States, and France | 56,177 |
| Hardware and Cutlery | Great Britain, France, and Belgium | 33,541 |
| Hides | Venezuela and France | 26,957 |
| Woollen Manufactures | Great Britain and France | 21,513 |
| Linen | Great Britain and France | 19,721 |
| Jute Yarn | Great Britain and France | 19,414 |
| Haberdashery | Great Britain and France | 17,380 |
| Spirits | Great Britain, France, and Cuba | 16,422 |
| Cinnamon | Great Britain | 14,655 |
| Wire | Great Britain and France | 14,089 |
| Cotton Manufactures | Great Britain and France | 12,277 |
| Pig Iron | Great Britain and France | 11,978 |
| Hoop and Sheet Iron | Great Britain and France | 10,010 |
| Tin Plates | Great Britain and France | 10,669 |
| Machinery | Great Britain, France, and Belgium. | 9,448 |
| Manufactures, pure Cotton | Great Britain and France | 7,945 |
| Coffee | Great Britain, Cuba, and Venezuela. | 7,713 |
| Silk | Great Britain and France | 6,989 |
| Clocks and Watches | Great Britain and France | 5,564 |
| Glass and Porcelain | Great Britain, France, and Belgium. | 5,143 |
| Coal | Great Britain | 5,503 |
| Timber | Great Britain, France, and Norway. | 4,939 |
| Buttons | Great Britain and France | 5,236 |
| Iron Nails | Great Britain and France | 4,123 |
| Brass Manufactures | Great Britain and France | 3,371 |
| Cottons | Great Britain and France | 3,964 |
| Perfumery | Great Britain and France | 3,071 |
| Tea | Great Britain and France | 2,284 |
| Steel | Great Britain and France | 1,381 |
| Locks | Great Britain and France | 1,249 |

The several questions bearing upon the import trade of this port have been so recently and fully considered in the report for the year 1860, that it is not considered necessary to make any special observation on the above analysis. It is right, however, to refer to the large importations of jute linens which were made prior and anticipatory to the heavy increased duties on this article, which came into operation in the month of August, 1861. These duties, however, having been raised from 50 roubles to 250 roubles per quintal may now be regarded as prohibitory.

*Railway Materials.*—These continue to be imported in enormous quantities. A return has not been obtainable, but it is estimated on

good authority that the total value of the importations during the past year has been nearly 1,000,000*l.* sterling.

*Exchange.*—The following were the current rates of exchange in London :—

| | | |
|---|---|---|
| The highest..... | 95½ | per £ sterling. |
| The lowest..... | 97½ | |

*Agriculture.*—The crops of wheat were unusually large last year; the prices nevertheless continued high, for it is a curious fact founded on long observation by parties engaged in the corn trade, that whenever the northern crops exceed an average the crops in the south fall below. Thus last year the southern harvest was indifferent; and the farmers always finding a ready market at home contrive, under good or bad harvests, to keep up the prices. A considerable quantity of flour was exported to Great Britain and Cuba, but very little corn, which went to Great Britain and France, the incompleteness of railway communication rendering transit from the interior difficult and expensive. It remains to be seen what the effect of opening up the agricultural districts with this port will have upon this branch of trade.

*Wines.*—The disease in the grape so fatal in the northern districts of Spain a few years ago, seems to be gradually wearing out. The yield last year, though not equal to that of former times, was satisfactory; large quantities of wine continue to enter France from the province of Navarre; the wine grown in the Basque provinces is entirely for the district and home consumption.

*Industries—Mines.*—The iron trade is the only branch of industry under this head worthy of notice at the present moment. The nature and conditions of this trade have been pointed out in the previous year's report. The following figures show that the trade is advancing, and it may be mentioned that two new manufactories have lately been established near Bilbao, which will shortly be in operation :—

| Manufactory | Quantities. | | Value |
|---|---|---|---|
| | Quintals | Tons. | |
| Ibarra & Co..... | 115,000 | 5,339 | £86,250 |
| Puente Nuevo..... | 85,000 | 3,611 | £76,500 |

*Bilbao and Tudela Railway.*—The works have advanced uninterruptedly since the date of the last report, which fully described this great and singular undertaking, and on the 18th of August the line was officially opened as far as Haro, a distance of 75 miles from Bilbao. The line is not however to the date of this report opened for traffic. According to contract the entire line from Bilbao to Tudela should have been opened for traffic by December, 1862. This will, however, be delayed till June, 1863, when railway communication between Bilbao and Barcelona will be completely established.

*General.*—Although the year 1861 closed without having any remarkable facts to comment upon in the commercial progression of this port, nevertheless, the large increase in the imports, and the general activity and prosperity observable, are worthy of remark, and should be considered sufficiently satisfactory until the completion of the railway communication now in progress, solves the question as to the future commercial position of this port.

## SANTANDER.

[The following information has been furnished by Mr. Vice-Consul March.]

*Shipping and Navigation.*—The following are the general results of the shipping trade at this port during the past year compared with the year 1860 :—

BRITISH SHIPPING.

| Entered. | | | Cleared. | | |
|---|---|---|---|---|---|
| Year | Ships | Tons | Year | Ships | Tons |
| 1860 | 133 | 26,673 | 1860 | 1,396 | 67,282 |
| 1861 | 169 | 21,762 | 1861 | 1,327 | 62,645 |

SHIPPING OF ALL NATIONS.

| Entered | | | Cleared | | |
|---|---|---|---|---|---|
| Year | Ships | Tons | Year | Ships | Tons. |
| 1860 | 791 | 105,069 | 1860 | 661 | .. |
| 1861 | 649 | 88,622 | 1861 | 588 | .. |

COASTING TRADE.

| Entered | | | Cleared | | |
|---|---|---|---|---|---|
| Year | Ships | Tons | Year | Ships | Tons |
| 1860 | 1,420 | 81,022 | 1860 | 1,396 | 67,282 |
| 1861 | 1,198 | 67,566 | 1861 | 1,327 | 62,645 |

*Trade in Shipping.*—On the whole the shipping trade does not exhibit quite the same remarkable activity as during the previous year, although there is no particular falling off It is worthy of remark that as regards Norwegian shipping, Norway turned to account the indirect or carrying trade which Great Britain has opened to the world, fifteen Norwegian vessels having cleared for England with wheat and flour to the value of 29,447*l.* sterling.

The average burthen of British ships frequenting this port was 122 tons, Spanish, 131; French, 105; Norwegian, 221; Prussian, 224, and of all nations in the aggregate 130 tons.

The total value of the cargoes imported coastwise was 200,000*l.* for 1861, against 19,000*l.* for 1860.

The total value of the exports coastwise was 649,770 for 1861, against 480,000*l.* for 1860.

*Trade and Commerce—Exports.*—The total exports from Santander for the year 1861 show a large advance over those of the preceding years, to be accounted for by the large exportation of wheat and flour to the United Kingdom.

The following Table exhibits the position of the export trade during the past three years :—

| Year | Wheat and Flour | General Exports | Total |
|---|---|---|---|
| | £ | £ | £ |
| 1859 | 326,917 | 26,560 | 353,477 |
| 1860 | 768,548 | 48,593 | 817,144 |
| 1861 | 1,305,135 | 15,228 | 1,320,363 |

The following is an analysis of the export return :—

| Countries | Articles. | £ | Value £ |
|---|---|---|---|
| Great Britain .. | Wheat | 266,030 | 572,897 |
| | Flour | 301,400 | |
| | Peas, beans, and rice | 1,200 | |
| | Kid and lamb skins | 120 | |
| | Madder | 800 | |
| | Copper ore | 787 | |
| | Iron ore | 2,200 | |
| | Walnut wood | 360 | |
| Cuba and America | Flour | 406,156 | 413,786 |
| | Rice, peas, and beans | 5,150 | |
| | Biscuits | 430 | |
| | Preserved fruits | 80 | |
| | Wine and Spirits | 1,510 | |
| | Agricultural Implements | 300 | |
| France | Flour | 282,900 | 330,656 |
| | Wheat | 45,625 | |
| | Peas | 150 | |
| | Wine and spirits | 220 | |
| | Kid and lamb skins | 1,400 | |
| | Walnut wood | 300 | |
| | Iron ore | 61 | |
| Norway | Flour | 1,804 | 3,024 |
| | Wheat | 1,220 | |

*Imports.*—The total value of the imports for the past year exhibits a considerable increase over the year 1860, and the following Table will show the progression during the last three years under this head :—

1859 ..... £750,015 | 1860 ..... £909,151 | 1861 ..... £1,337,766

The following shows the relative position of the importing countries :—

| | | |
|---|---|---|
| Venezula .... £374,845 | France ..... £146,866 | Buenos Ayres . £80,170 |
| Great Britain £272,237 | Norway ..... £110,100 | Germany ..... £11,986 |
| Cuba ..... £245,184 | United States .. £90,000 | Belgium ..... £6,378 |

The following analysis shows the comparative importance of the articles imported :—

| Articles | Country | Value £ |
|---|---|---|
| Cocoa | Venezuela and Cuba | 395,645 |
| Sugar | Cuba | 152,500 |
| Woollen | France and England | 117,000 |
| Hides | France, England, & British America | 97,000 |
| Raw Cotton | United States and England | 96,000 |
| Cod-fish | Norway and Great Britain | 92,000 |
| Linen and Hemp | France, Great Britain, and Belgium | 61,150 |
| Cotton Manufactures | Great Britain and France | 44,800 |
| Tobacco | Great Britain, United States, & Cuba | 42,844 |
| Wine, Spirits, and Beer | Great Britain, France, and Belgium | 33,520 |
| Timber | Germany and Norway | 33,066 |
| Silk | France and Great Britain | 31,000 |
| Coffee | Cuba | 25,000 |
| Machinery | United States and France | 20,000 |
| Haberdashery | France and Great Britain | 12,400 |
| Timber, planks | Germany and Norway | 12,260 |
| Furniture | France and Great Britain | 12,100 |

| Articles | Country | Value. |
|---|---|---|
| | | £ |
| Jewellery..... | France and Great Britain..... | 9,340 |
| Cutlery ..... | France and Great Britain..... | 7,450 |
| Coal..... | France and Belgium..... | 7,100 |
| Earthenware and Glass | Great Britain and France..... | 4,250 |
| Hardware ..... | Great Britain and France..... | 4,520 |
| Iron and Steel ..... | Great Britain and France..... | 4,470 |
| Brass and Copper .... | Great Britain and France..... | 3,430 |
| Linen ..... | Great Britain..... | 2,610 |
| Chemical preparation.. | Great Britain, France, and Belgium | 2,538 |
| Stationery ..... | Great Britain, France, and Belgium | 2,220 |
| Tea and Spices ..... | Great Britain, France, and Belgium | 2,330 |

It is possible that the excess of imports over those of last year may be owing to an additional influx of gold, consequent on the demand in England and France for the breadstuff in this district.

It will be seen by the analysis given that France participated with England in satisfying the augmented demand for cotton, woollen, and silk manufactures, England however being far in advance, except in silks; but it is impossible to form an exact estimate of the real value of French textiles sent to the north of Spain, smuggling being, as is well known, a regular branch of commerce.

There was a great demand for British hemp textiles last year, in consequence of an approaching increase of the duty upon jute; France shared in this activity to a certain extent. French haberdashery and millinery find a good market here as well as for the interior.

The cotton factories of this part of Spain, although unimportant, have felt the effects of the civil war in the United States, and were obliged to seek for cotton in the English market, 6,935 cwt. of which material came from Liverpool at an average price of 1*s.* 3*d.* per lb.

A large quantity of machinery for the government foundry of Trueba, and the small arms factory near Gyon came from the United States in 1861. Norway salted cod-fish almost monopolised the market, with the exception of a small quantity from Scotland.

The growing demand for Swedish timber may be considered as an indication of increasing prosperity in this part of Spain, as it is mostly employed in the construction of houses. Although Norway and Sweden rank next to Great Britain and France in the extent of their trade with Santander, they are poor customers, taking gold in exchange for their timber and cod-fish, in fact there is scrcely any direct trade with Norway and Sweden.

*Railway Material.*—Large imports (293,421*l.*) continued to be made last year, although much less than in 1860. A separate return accompanies this report, from which it will be seen that England supplied rails, coals, coke, carriages, waggons, and break-vans; France, locomotives, turn-tables, traverses, and other plants; Belgium, rails, locomotives, waggons, and break-vans.

*Agriculture. Cereals.*—Were it not for the cereals of Castile, the trade of Santander would be insignificant. The foreign trade in wheat and flour is, of course, exceptional; but although gradually acquiring more steadiness, the great obstacle to a regular trade with England appears to be the wealth and simple habits of the Castilian farmers, who produce all the necessaries of life, except a little English and French finery, upon their own estates. Moreover, they have an opinion that, when foreigners seek foreign wheat, they do it to keep themselves from famine; this induces them to hold back for high prices, and, in nine cases out of ten, the foreign market is lost.

The superior quality of Castilian wheat, and the excellent condition in which the harvests are generally secured, is in favour of the native speculators, as it enables them to hold back for a long time without fear of deterioration. The importation of foreign cereals into Spain being prohibited, the growers rule the markets; hence bread is as dear as in England, and nearly double the price it ought to be; quotations have often reached famine rates, when, instead of there being actual scarcity, large stocks were held back by speculators. The grain grown in Castile is extremely fine; the average weight of a bushel is from 61 lbs. to 62lbs.

*Industries—Mines.*—There was a remarkable decrease in the quantity of calamine and zinc ore raised in the provinces of Santander, and that part of Asturias bordering upon it during 1861.

The deposits of this mineral and iron ore are more abundant in this part of Spain than those of other metallic products.

The chief cause of the above paralyzation was, and continues to be, low prices abroad, and restricted orders in consequence, combined, it may be, with indisposition of Spaniards personally to engage in mining transactions, the local impediments experienced by foreigners through jealousy if successful, and the exorbitant prices demanded for mining sites by a class of middlemen who speculate enormously in such things, or a peculiar and restrictive legislation affecting mines, subjecting the workers not merely to the risks incidental to explorations for metal, but also to official interference and private litigeousness.

Several extensive calamine deposits of superior quality have been registered as mines, but remain unworked for the reasons above stated.

All the calamine exported in 1861, as well as the greatest part of that shipped in 1860, went from the ports of Suances and Camillas (San Vincente de la Barquera) near Santander.

*Iron Ore.*—During the year 1861 10,000 tons, consisting chiefly of good iron ore and partly of iron pyrites (for making sulphuric acid), were loaded at Santander for Newport and Swansea, and also 3,000 tons for Spain.

The former (iron ore) proceeds from extensive beds adjoining the estuary about three miles from Santander, which enable it to be shipped at once from the locality in which it is raised. The pyrites are found a little further off.

*General.*—On the whole, taking into consideration the large increase in the imports, and the general activity of trade, the year 1861 closed with great satisfaction as regards the commerce and advance of this port.

## San Sebastian.

*Shipping and Navigation.* — The following are the statistics furnished :—

British Shipping.

| Entered | | | Cleared | | |
|---|---|---|---|---|---|
| Year | Ships | Tons | Year | Ships | Tons |
| 1861 | 63 | 6,238 | 1861 | 62 | 6,238 |

Shipping of all Nations.

| Entered | | | Cleared | | |
|---|---|---|---|---|---|
| Years | Ships | Tons | Year | Ships | Tons |
| 1861 | 109 | 11,900 | 1861 | 100 | 8,773 |

In addition to the Spanish vessels there are four steamers trading from Bilbao and Santander to London and Liverpool, touching here about every ten days. Most of the French vessels were from English ports with English cargoes.

The coasting trade, being closed to foreign shipping except for Spanish coal and cement, is consequently prospering.

The following Table compares the trade of 1861 with that of 1857, since which date it has increased gradually:—

TABLE OF COASTING TRADE FOR 1861 AND 1857.

| Entered. | | | Cleared. | | |
|---|---|---|---|---|---|
| Years | No. of Vessels | Tons | Years | No. of Vessels | Tons |
| 1861 | 814 | 35,626 | 1861 | 741 | 35,271 |
| 1857 | 267 | 8,010 | 1857 | 323 | 10,962 |
| Increase in 1861 | 547 | 27,616 | Increase in 1861 | 418 | 24,255 |

*Trade and Commerce—Imports.*—The imports consist of cotton, silk, wool, jute, and linen, raw and manufactured, coals, coffee, perfumery, cinnamon, machinery, salted and dried cod-fish, sugar, cocoa, iron, hardware, tobacco, spirits, and wax.

The following Table gives the value of importations from different countries, and as the importation of railway material will not last it is mentioned in a separate column:—

TABLE SHOWING VALUE OF IMPORTS, 1861.

| Countries. | Value | Value of Railway Materials | Total. |
|---|---|---|---|
| | £ | £ | £ |
| Great Britain..... | 162,796 | 109,474 | 272,270 |
| France..... | 258,709 | 26,755 | 285,464 |
| Belgium ..... | .. | 48,296 | 48,296 |
| Cuba ..... | 164,047 | .. | 164,047 |
| Newfoundland ..... | 13,202 | .. | 13,202 |
| Venezuela ..... | 39,732 | .. | 39,732 |
| America ..... | 49,716 | .. | 49,716 |
| Norway ..... | 20,382 | .. | 20,382 |
| Total..... | £708,584 | £184,525 | £893,109 |

The total import duties collected at this port during the past year was 279,921*l.*, the largest amount by about 50,000*l.* ever received by this Custom-house.

*Exports.*—The exports during 1861 were small, their total value amounted only to 73,163*l.*, of which 12,000*l.* worth went to England.

*Agriculture.*—The agricultural produce of this province consist of Indian corn, wheat, cider, and wine; more than enough however is not produced for its population amounting to 16,000 souls, 4,000 of whom inhabit San Sebastian.

*Industries—Railway.*—The North of Spain Railway passing through this province is expected to be opened in about fifteen months. It will probably require three years to complete, there is no doubt it will increase both the export and import trade of this port, but whether to the extent anticipated remains to be seen; Bilbao and Santander, both by their position and wealth, are formidable antagonists; to compete

successfully with them the railway company must carry at a low rate, and extend their line to the docks, and the inhabitants or those interested in this port's prosperity must improve and enlarge the harbour accommodation.

*Harbour.*—In the report of 1860 the completion of the new or outer harbour, and its subsequent conversion into a dock was pointed out, and the roadstead and depth of water at the entry of the harbour during spring and neap tides was fully described.

Bilbao, December 20, 1862.

## BILBAO.

*Report by Mr. Consul Young on the Trade and Commerce of Biscay, Guipuscoa, and Old Castile, for the Year* 1862.

### Shipping and Navigation.

The following are the statistics of the shipping trade at this port during the past year compared with the year 1861 :—

| | Entered. | | Cleared. | |
|---|---|---|---|---|
| | Ships. | Tons. | Ships. | Tons. |
| British Shipping : | | | | |
| 1861 .. .. .. | 61 | 8,084 | 54 | 7,070 |
| 1862 .. .. .. | 63 | 8,190 | 58 | 7,480 |
| Shipping of all Nations: | | | | |
| 1861 .. .. .. | 537 | 49,691 | 512 | 47,063 |
| 1862 .. .. .. | 590 | 55,617 | 535 | 51,017 |
| Coasting Trade : | | | | |
| 1861 .. .. .. | 1,125 | 35,884 | 916 | 33,491 |
| 1862 .. .. .. | 1,154 | 37,384 | 1,070 | 33,320 |

*Shipping Trade.*—The general shipping trade marks a progressive course, as might be expected from the continued large importations of stock and material for the Bilbao and Northern railways, and the increased importations of coal, both from England and coastwise, for the various iron manufactories in the district.

British shipping has maintained its position during the past year, in spite of the disadvantages under which it continued to labour with respect to the export duty on iron ore, so often referred to in previous Reports. This material, which might long since have furnished return cargoes to British ships trading to Bilbao, has been unavailable in consequence of the absurd burden imposed on its exportation, which left no margin for freight. Thus, wholly debarred from the coasting trade, and the general exports to England being insignificant, nine-tenths of the British ships frequenting the port of Bilbao have hitherto left in ballast. Moreover, French vessels have not felt this disadvantage to the same degree, because the ore, being in great demand for the French forges, the French shipmaster could afford to accept a very small freight, and thus effect a short and direct run home to the ports of Brittany, to which most of them belong; and there is no doubt that this fact has also operated unfavourably to the British ships seeking outward freights from the Welsh ports to Bilbao. No less than 85 French ships entered the port of Bilbao last year proceeding from England with cargoes of coals, rails, &c.

The date of this Report enables it to be stated with much satisfaction, that on the 1st of January, 1863, this vexatious duty was entirely removed, and there is reason to believe that during the present year great activity in British shipping will result in consequence.

*Steam Communication.*—The following Table exhibits the position of Bilbao with respect to steam communication :—

| | No. of Steamers. |
|---|---|
| London and Bilbao .. .. .. .. | 2 |
| Liverpool, ditto .. .. .. .. .. | 3 |
| Antwerp, ditto .. .. .. .. .. | 2 |
| Santander, ditto .. .. .. .. .. | 3 |
| Bayonne, ditto .. .. .. .. .. | 6 |
| Seville, ditto .. .. .. .. .. | 5 |
| London, Seville, ditto .. .. .. .. | 3 |
| Barcelona, ditto .. .. .. .. .. | 10 |
| | 34 |

*Shipbuilding.*—This branch of trade, once so important, shows no recovery from the depression observed of late years.

| Year. | Ships. | Tons. |
|---|---|---|
| 1859 .. .. .. | 29 | 3,641 |
| 1860 .. .. .. | 10 | 2,010 |
| 1861 .. .. .. | 10 | 1,378 |
| 1862 .. .. .. | 15 | 2,340 |

## Trade and Commerce.

*Exports.*—In the following statistics the grain and flour shipments, which fluctuate exceedingly from year to year, are given separately for the purpose of showing the position of the general export trade of the port.

| Year. | Wheat and Flour. | General Exports. | Total. |
|---|---|---|---|
| | £ | £ | £ |
| 1858 .. .. | 56,984 | 12,480 | 69,464 |
| 1859 .. .. | 5,839 | 21,652 | 27,491 |
| 1860 .. .. | 123,463 | 53,755 | 177,281 |
| 1861 .. .. | 133,224 | 45,333 | 178,557 |
| 1862 .. .. | 148,749 | 46,412 | 195,171 |

The following is an analysis of the trade :—

| Articles. | Countries. | Value. |
|---|---|---|
| | | £ |
| Flour .. .. .. | Great Britain, France, and Cuba .. .. .. | 132,048 |
| Wheat .. .. .. | Great Britain and France .. .. .. .. | 16,701 |
| Preserved Food .. | Great Britain, France, and Cuba .. .. | 13,668 |
| Wines .. .. .. | | 8,932 |
| Madder .. .. | Great Britain .. .. .. .. .. | 5,602 |
| Minerals .. .. | Great Britain, France, and Belgium .. .. | 3,935 |
| Liquorice .. .. | Great Britain and France .. .. .. .. | 2,660 |
| Beans .. .. .. | Great Britain and Cuba .. .. .. .. | 3,440 |
| Chesnuts .. .. | Great Britain and Holland .. .. .. | 2,409 |
| Guns .. .. .. | France and Cuba .. .. .. .. .. | 1,386 |
| Lambskins .. .. | France .. .. .. .. .. | 1,230 |
| Wool .. .. .. | | 1,109 |
| Cocoa .. .. .. | | 987 |
| Straw Paper .. .. | Cuba .. .. .. .. .. | 710 |
| Vermecelli .. .. | | 349 |

*Imports.*—No perceptible difference appears in the total value of the imports since the last Report furnished from this Consulate; but it is worthy of note that the article of jute, which figured so largely under this head for the year 1861, almost ceased as an import in 1862, in consequence of the new duties, almost prohibitive, which came into operation in August, 1861; and, taking this into consideration, a certain general advance over 1861 is observable in the imports of 1862.

It is to be specially remarked that these Returns are wholly independent of railways, material, plant, and machinery, which will be noticed under a separate head.

The following shows the position of the import trade of Bilbao during the last five years:—

| | £ |
|---|---|
| 1858 .. .. .. .. .. | 586,944 |
| 1859 .. .. .. .. .. | 755,677 |
| 1860 .. .. .. .. .. | 839,747 |
| 1861 .. .. .. .. .. | 1,361,409 |
| 1862 .. .. .. .. .. | 1,413,301 |

The above cannot fail to be regarded as highly satisfactory to those interested in the prosperity of this port, as showing that, amidst the fluctuations of trade, the imports have trebled in five years.

The termination of the railway, which in a short time from the date of this Report will place Bilbao in direct communication with the centre and eastern coasts of Spain, must still be awaited to test the effect of this important work upon the commercial position of the port.

The following shows the relative position of the importing countries:—

| | £ |
|---|---|
| Great Britain .. .. .. .. | 431,356 |
| Venezuela and Uraguay .. .. | 320,779 |
| Norway and Sweden .. .. .. | 281,502 |
| France .. .. .. .. .. | 206,415 |
| Cuba .. .. .. .. .. | 96,018 |
| Holland, Germany, Belgium .. .. | 77,231 |

From the above it is observed that Great Britain keeps the lead she has long taken in the foreign trade of this port, continuing yearly to increase that advantage. The large importation of cocoa from the Spanish American colonies places Venezuela and Uruguay next on the list; next comes Norway and Sweden, from the large quantity of that staple article of commerce, the dried cod fish; then France; then Cuba, with considerable quantities of sugar and spirits; and last, Holland, Belgium, and Germany, with cutlery and fancy goods.

The nature and injurious effects of the high protective and differential duties of Spain are so well known that it is needless to refer to these points here; but with reference to an expectation entertained last year of a modification of the duties upon manufactured iron, it is to be regretted that the change, which was proposed to come into operation at the commencement of the present year, by which British iron could fairly compete with the native manufacturers, has only been partially carried out, the full effect of the alteration having been postponed for twelve months.

The following analysis shows the comparative importance of the various articles of commerce:—

| Articles. | Countries. | Value. |
|---|---|---|
| | | £ |
| Cocoa .. .. .. | Cuba and Venezuela .. .. .. .. | 307,308 |
| Cod Fish .. .. | Great Britain, Norway, and Sweden .. .. | 303,102 |
| Yarns .. .. .. | Great Britain and France.. .. .. | 147,076 |
| Drugs and Chemicals.. | Great Britain and France.. .. .. | 83,205 |
| Tobacco .. .. | Great Britain, Cuba, United States, and Holland | 82,683 |
| Sugar .. .. .. | France and Cuba .. .. .. .. .. | 61,969 |
| Hides .. .. .. | France, Holland, Belgium, and Venezuela .. | 42,826 |
| Hardware and Cutlery | Great Britain, France, Holland, and Belgium .. | 37,508 |
| Timber, Deals & Spars | Great Britain, France, Norway, and Sweden .. | 29,827 |
| Jute Yarn .. .. | Great Britain .. .. .. .. .. | 29,343 |
| Linen .. .. .. | Great Britain and France.. .. .. | 26,152 |
| Woollen Manufactures | Great Britain and France.. .. .. | 24,409 |
| Spirits of all sorts .. | Great Britain, France, Holland, and Cuba .. | 20,448 |

| Articles. | Countries. | Value. |
|---|---|---|
| | | £ |
| Machinery .. .. | Great Britain, France, Holland, and Belgium .. | 20,400 |
| Pig Iron .. .. | Great Britain and France.. .. .. | 19,950 |
| Wire of all kinds .. | | 19,096 |
| Haberdashery .. .. | Great Britain, France, Holland, and Belgium .. | 18,386 |
| Cinnamon .. .. | Great Britain, France, and Cuba .. .. | 18,051 |
| Coffee .. .. .. | Great Britain, Cuba, and Venezuela .. .. | 17,119 |
| Coal .. .. .. | Great Britain .. .. .. .. .. | 14,790 |
| Hoop and Sheet Iron.. | | 13,771 |
| Tin Plates .. .. | | 13,510 |
| Cotton, mixed with other material .. | Great Britain and France.. .. .. | 11,635 |
| Silk .. .. .. | | 6,514 |
| Buttons .. .. | Great Britain, France, Holland, and Belgium | 6,398 |
| Glass and Porcelain .. | | 6,241 |
| Clocks and Watches .. | | 5,600 |
| Manufactures of pure cotton .. .. | Great Britain and France.. .. .. | 4,867 |
| Cotton spun, and in thread .. .. | | 3,949 |
| Iron Nails .. .. | | 3,624 |
| Steel, cast and wrought | Great Britain, France, Holland and Belgium | 3,158 |
| Perfumery .. .. | | 2,997 |
| Brass manufactures .. | | 2,721 |
| Tea .. .. .. | Great Britain, France, and Venezuela .. .. | 2,674 |
| Locks of all kinds .. | Great Britain and France.. .. .. .. | 987 |

*Railway Materials.*—These continue to be imported in enormous quantities, both for the Bilbao and Tudela and northern of Spain lines. No return is obtainable; but it is estimated on good authority that the total value of these importations during the past year has been upwards of 1,500,000*l.* sterling.

*Exchange.*—The following were the current rates of exchange in London:—The highest, 95½, the lowest, 97½ reals vellon per 1*l.* sterling.

## Agriculture.

*Grain.*—Nothing remarkable has to be noticed under this head. The harvest was good. The exports of grain and flour were considerable; but the immediate districts raise but moderate quantities of wheat, and, as has been often stated of late years, it remains to be seen whether Bilbao will regain, on the completion of railway communication with the interior, the position it once occupied as a large corn-exporting port.

*Vines.*—The disease of the grape re-appeared last year with considerable force. Sulphur appears to be used with good effect for destroying the disease, and large quantities are imported from England for this purpose.

## Industries.

*Mines.*—The iron trade is alone worthy of note under this head. General mining operations are almost given up in the district of Bilbao, the nature of the climate, and the large expense entailed in consequence of heavy floods, being apparently a reason for their abandonment.

The following is the information furnished on the iron trade for the past year:—

| Manufactory. | Quantities. | | Value. |
|---|---|---|---|
| | Quintal. | Tons. | £ |
| Harra Company .. .. | 100,000 | 4,285 | 70,000 |
| Puentenuevo .. .. | 115,000 | 5,339 | 92,000 |
| Alonsotegui .. .. | 30,000 | 1,397 | 23,749 |
| Castrejana .. .. .. | 20,000 | 931 | 15,340 |
| Total .. .. | .. | 11,952 | 201,089 |

*Bilbao-Tudela Railway.*—Some delay has taken place in the completion of this most important work, which was to have been finished last year. The line was opened for traffic as far as Miranda, where it joins the North of Spain railway, on the 1st March of the present year, and, at the date of this Report, is open for traffic to Haro. Some little time must yet elapse before it is completed to Tudela, and thus complete the communication between Bilbao and Barcelona.

The effect of this great undertaking, however, may be expected to develop itself from this period.

*Public Works.*—Some excellent improvements in embanking the river, and forming quays at Bilbao, have been commenced.

A branch railway to Portugalete is in contemplation; but it is to be regretted that nothing is yet decided on the all-important question of the port and the bar.

*General.*—The time so anxiously looked for during the past five years now appears to be close at hand, when the opening up of railway communication with the interior of Spain will decide upon the future of this port; and the enterprising spirit and activity displayed by the commercial classes, and the undoubted wealth of the community, justifies anticipations that an immediate and considerable advance in the commerce of Bilbao will take place. The want of a port, however, into which steamers and vessels of large tonnage could enter at all times, whether trading to Bilbao or seeking refuge on the dangerous Cantabrian coast, is of course a serious drawback; and in spite of capital, railwas communication, and enterprise, Bilbao will still have a hard race of competition to run with Santander, which, with its fine harbour, offers much greater facilities to shipping.

Bilbao, June 15, 1863.

## CARTHAGENA.

*Report by Mr. Consul Turner on the Trade of the District of Carthagena for the year* 1862.

| British Ships entered | | | British Ships departed | | |
|---|---|---|---|---|---|
| Number | Tonnage | Value of Cargoes | Number | Tonnage | Value of Cargoes |
| 162 | 67,247 | £366,384 | 152 | 55,144 | £187,788 |
| **Foreign Ships entered** | | | **Foreign Ships departed** | | |
| Number | Tonnage | Value of Cargoes | Number | Tonnage | Value of Cargoes |
| 1,831 | 128,993 | £556,721 | 1,825 | 128,050 | £519,399 |

The harbour of Carthagena is under survey by a Government engineer with the object of forming a plan for a commodious mole and stores, the Government to advance 1,3000,000 of reals towards the construction, to be in connection with the terminus of the railway now making in direct communication with Madrid, the first part of which is to be open to the public, on the 15th of the present month, as far as Murcia, a distance of eleven leagues.

The imports and exports have been slightly on the decrease, compared with the year 1861; great depression caused by the civil war in the American States, and a less quantity of machinery and railway plant imported.

The harvest of last year was an average one, and the prospects are good at present for the crops that are in the ground; the rains having been abundant during the month of November, the greater part of the province is under cultivation.

The silk crop entirely failed, through a decrease in the worm; and it is felt expedient to import the seed from a distance for the coming season.

The wine and olive crops have been good, but not producing a sufficiency for the consumption.

The mines, in general, have not been so productive, either in richness of mineral or quantity, the value of such property having decreased at least a third. The exportation of iron ore and sulphate of copper is becoming more general; the refining of lead has also commenced in this neighbourhood.

I consider the district to be in a prosperous state; and when the communication is opened by rail to Albacete, its resources will become more developed, and its agricultural productions, through the mildness of the climate and consequently early seasons, will be of great value.

Carthagena, January 1, 1863.

## PUERTO RICO.

*Report by Mr. Consul Cowper on the Trade of Puerto Rico, &c., for the year* 1862.

The Island of Puerto Rico, belonging to Spain, is one of the Great Antilles, being about the size, though somewhat less, than the Island of Jamaica; it is situated upon the very verge of the tropic, and is considered the most healthy island in the West Indies, a character which it appears to merit; its powers of production, its population, commerce, and agriculture, will form the subject of the present report. It may be as well to premise, that it has an essentially military government, the political, military, judicial, and even the ecclesiastical authority, being vested in the Captain-General, who is always a genera. officer.

*Population and Industry.*—The character of the population, and the state of labour, may be in many respects considered *sui generis*, relatively to that of any other slave-holding community within the tropics. In the first place, the pure white inhabitants actually exceed the coloured in number; the free coloured greatly exceed the slaves, and the slaves bear but a very small proportion to the rest of the inhabitants. The population, in the year 1860, amounted to 583,308. thus divided:—

| | |
|---|---|
| Pure Whites..... | 300,430 |
| Coloured..... | 282,878 |
| Total..... | 583,308 |

And of the 282,878 coloured people were—

| | |
|---|---|
| Free..... | 241,142 |
| Slaves..... | 41,736 |
| Total..... | 282,878 |

Thus, the proportion of slaves is only one-eighth of the whole population; and it becomes an interesting question, and one well worthy of consideration, where the necessity for slavery exists, when a people show all the material signs of prosperity, in an increasing population, an abundant production, great and increasing commerce, and general contentment, with so limited an application of slavery as exists here.

It is true that a system of forced labour is in operation, and, although at variance with European ideas, is very salutary and necessary in a tropical climate, unless the country be allowed to fall into primitive barbarism, by surrendering it to squatters. Every man in the position of a labourer, that is, possessing no other defined means of existence, is obliged, at the end of each month, to present a book to the alcalde of his district, signed by his employer or employers, stating the number of days he has worked during the month, and whether his conduct has been good or bad; if he cannot produce this proof of his industry, he is imprisoned and fined. There is no limit to his choice of an employer, excepting that should he wish to work in any district but his own, he must produce the previous sanction of his alcalde.

The system works well, and applies without distinction to persons of all colours; without it, this island could not be cultivated to anything like its present extent. It is no doubt maintained by the

despotic nature of the government, and could not be enforced under a constitutional regime; but if it be less desirable than absolute freedom of labour, it is preferable to slavery; and if a high and extensive system of cultivation is to be continued in the tropics, a gentle pressure must be brought to bear upon labour; its quality, however, is of the very worst description, and, at the same time, expensive—four reals, or two shillings a-day, with food, are given for a day's labour, which would shame an English labourer not to complete in an hour.

The great mass of the available labour is, of course, engaged in agriculture; there are neither miners nor mechanics, as there are no mines nor factories of importance; and the remnant of the people are employed in the usual ways of clerks, seamen, tradesmen, &c.

The absence of mines may be fairly attributed to the absence of all endeavour to discover them, for it is known that iron exists in Loiza. Pearls have been found at Anasco; white building stone about Ponce; marble at Caguas; crystals in the Sierra de Mala-pascua; salt in the Sierra de Penones, at Cabo Rojo, and the lagunas called Sierra de Coamo and Salfosil. Thermal springs are met with in different parts of the great range of mountains running nearly due east and west from one end of the island to another; stalactites in the caves of Aguas Buenas. Gold has been found in various parts of the island, from the time of its discovery, in 1493, to the present time; and specimens of coal and copper have been recently sent to Europe. Notwithstanding all these superficial indications, no mining operations of any description take place, with the exception of salt. Some years ago, Her Majesty, Queen Christina, was induced to embark a large sum, in an attempt to work the gold at Luguillo, by which she is reported to have lost 70,000*l.*, owing, not so much to the absence of the metal from the mountain, as the want of honesty in the persons she employed.

*Shipping and Navigation.*—The chief ports of the island are San Juan (commonly called Puerto Rico), situated upon the north-east side of the island; Ponce, upon the south-west, and Mayaguez, upon the west. The secondary ports are, Arroyo, upon the south-east; Aguadillo, upon the north-west; Arecibo, on the north; and Naguabo, upon the east. Besides these, there are smaller ports open to foreign commerce, namely, Fajardo and Humacao, upon the east; Cabo Rojo and Salinas, upon the south-west; and Guayanilla, upon the south-east.

The safest of these ports, as regards depth of water and capacity, are those of San Juan, Mayaguez, Ponce, Aguadilla, Arroyo, and Naguabo. Arecibo is an open and dangerous roadstead; Cabo Rojo, Guayanilla, Salinas, Humacao, and Fajardo, suitable only for vessels of light draught; and those of Manaty, Isabella, Jobos, Pattillas, Penelas, and Luguillo, being merely bar harbours, are confined to the coasting launches of the island, and are not open to foreign commerce.

In the year 1860, a fair average year, 1,389 vessels, of 194,260 tons, engaged in foreign commerce, loaded at the different ports of the island, of which 312, of 44,166 tons, were British, 443 Spanish, and 461 American; but the civil wars in the latter country will no doubt have altered these relative numbers.

The Spanish flag has a privilege over foreign to the extent of 6 per cent. reduction of duties upon their cargoes; in all other respects foreigners are treated upon an equal footing. The authorities assume the control over all wrecks, and the Government is extremely jealous of the interference of foreign Consuls, even in purely commercial matters.

The captains of vessels bound here, should bear in mind, that their papers must be signed by the Spanish Consul at the port from which they sail, and that they must in all cases bring a manifest signed by him, even when the vessel is in ballast; the fines for breaches of this last regulation are very heavy, and difficult to get removed.

There is a lamentable deficiency of lighthouses, especially upon the north coast, which is very dangerous.

Ship-building is confined to schooners of about 100 tons burthen.

*Trade and Commerce.*—The exports of the island consisted, in 1860, of 60,000 tons of sugar, 23,604 quintals of tobacco, 15,924,524 lbs. of coffee, 296,696 lbs. of cotton, 43,445 puncheons of molasses, 1,254 puncheons of rum, 672,472 lbs. weight of hides, and 5,524 head of cattle: the whole valuing 1,100,000*l.*, of which 300,000*l.* went to England, or to its colonies in North America.

During the same year, the value of imports amounted to 1,500,000*l.*, of which 500,000*l.* worth came from England, or its colonies in North America.

The United States appear to have imported here about 100,000*l.* more than Great Britain, and to have exported hence upwards of 300,000*l.* more; but as an item exists in the official returns, under the head of imports, of 400,000*l.*, from the foreign West Indies (and almost all the islands belong to England), it may be assumed that our imports, even in 1860, exceeded those of the United States. The civil war has greatly decreased the American commerce, although to what extent I am unable to say until the official statistics are published.

The imports consist of almost every sort of European and American manufactures, whether of cotton, wool, linen, silk, embroidery, leather, gold, silver, and other metals, hardware, provisions, such as ale, porter, salt fish, wine, fruits, flour, biscuits, &c. It is impossible here to give the detailed values of each article; they will be entered in the trade return, but the total annual value, as I have stated, was about 1,500,000*l.* The imports coming from England are generally shipped in Spanish bottoms, on account of the privilege given to the national flag; but, on the other hand, the British vessels from the North American colonies carry a large proportion of the imports from the United States.

The exports consist of sugar, cotton, coffee, rum, molasses, cattle, hides; their detailed value were as follows:—

| | | $ | c. | | $ | c. |
|---|---|---|---|---|---|---|
| Sugar, according to quality | per quintal | 3 | 50 | to | 4 | 50 |
| Coffee | per lb. | 0 | 12½ | to | 0 | 15 |
| Cotton | per cwt. | 21 | 00 | to | 25 | 00 |
| Molasses | per gallon | 0 | 10 | to | 0 | 12 |
| Rum | per cask of 110 gallons | 25 | 00 | to | 28 | 00 |
| Tobacco | per lb. | 0 | 4½ | to | 0 | 7¼ |
| Cattle, according to size | per head | 40 | 00 | to | 50 | 00 |
| Hides | per lb. | 0 | 10 | to | 0 | 13 |

The average value of the dollar may be taken at 4*s.* 2*d.*, and the variation of exchange from 4 dollars 75 cents to 5 dollars 10 cents the pound sterling.

The tariff is based upon an *ad valorem* duty of 25 per cent., and its operation is not complained of by the commercial body; and the laws relating to commerce appear to be just and impartial, if we except that which obliges every person desirous of settling here, to find security for his good behaviour, and to subscribe a declaration that he professes the Roman Catholic religion. This falls with peculiar hardship upon British subjects, and it is much to be regretted that a people, practically

as tolerant as any amongst whom I have lived, should continue to insist upon a vexatious act, which, after all, appears to be a mere form.

The existence of the law is a grievance, of which Protestant nations may justly complain; and I fear that it is one of the principal causes of the extraordinary position of our valuable commerce here, that not a single English mercantile house exists in the island to direct it.

There is no bank in the island. The English Colonial Bank established a branch here some years ago, but it is said to have been badly managed, and, the Government having refused to permit it to issue notes, the establishment was withdrawn. The present enlightened Captain-General is now engaged in an endeavour to establish an institution so much wanted. I believe that about 600,000 dollars, or 125,000*l.*, of the proposed capital of a million of dollars, has been subscribed, and, should it prove successful, it will certainly be one of the greatest boons which could possibly be conferred upon the commercial and agricultural bodies, who are now in the hands of usurers, who charge $1\frac{1}{2}$ and 2 per cent. a month for their advances.

There are 2,965 commercial and trading establishments of all sorts in the island; and I am informed that the consumption of manufactured goods is greater here than in any other country, in proportion to the amount of the population.

*Agriculture.*—The agricultural establishments of the island, and the nature and yield of their crops, are as follow :—

| | | |
|---|---|---|
| 553 sugar estates | producing | 100,000 tons of sugar.<br>60,000 puncheons of molasses. |
| 335 distilleries | „ | 694,357 gallons of rum. |
| 53 coffee plantations | „ | 95,224 cwt. of coffee. |
| 54 tobacco „ | „ | 40,000 cwt. of tobacco. |
| 57 cattle estates | possessing | 90,822 head of cattle.<br>6,500 sheep.<br>6,750 goats.<br>30,000 horses. |
| 10 tanneries | preparing | 700,000 lbs. of hides. |
| Small farms and estancias | producing | 300,000 lbs. of cotton.<br>73,790 cwt. of rice.<br>56,890 bushels of maize.<br>360,227 cwt. of plantains.<br>342,168 cwt. of patatoes, yams and other vegetables. |

The cultivated portions of the island lie, for the most part, upon the rich alluvial soil, running to the sea from the foot of the range of mountains which divide the island east and west. I am satisfied that nothing can exceed the fertility of these districts. The whole island appears to be of volcanic origin; but here the rock is covered by the continued washing of the decayed vegetable matter from the mountain forests, and by the periodical floodings of the numerous streams which take their rise within them, producing a perpetual verdure even in the smallest herbage, the very reverse of all my former tropical experience; and the consequence is, that, in proportion to its extent, the island is twice as productive as that of Cuba; that the qualities of its sugar, coffee, and tobacco, are of the highest class; its cotton, second only to sea island, for its length of fibre, tenacity, and whiteness; and the cattle and sheep in such condition, that they would certainly not shame an European farm, and are admitted to be superior to any others in the West Indies.

Agriculture, notwithstanding these advantages, does not appear

to be a profitable occupation; the planters are all said to be in straitened circumstances. Those with whom I have spoken attribute it to the scarcity, expense, and bad quality of the labour, the absence of good roads, and the difficulty of obtaining advances: and certainly the want of banks is a very serious disadvantage, for it throws the planters into the hands of the usurers, who charge them 1½ and 2 per cent. a-month, too often in anticipation of their crop.

On the other hand, the mercantile body accuses the planters of extravagance, and of taking advantage of that law of the Indies, which forbids the creditor to touch landed property, unless the debt exceeds two-thirds the value of the estate. This is practically the same state of things that existed in Ireland before the passing of the Encumbered Estates Act; and the consequences are the same, that insolvent proprietors defy their creditors, and the land lies waste. This law is to expire in 1865, and it will doubtless prove of the most salutary advantage to the country.

*Public Works.*—There are very few public works in the island, the chief being of a military character. The fortifications of the capital are of a formidable nature, and of first class order and extent.

The roads from the capital to Cagnas on the east, and to Bayaman on the west, are excellently macadamized, but, as a general rule, the roads are bad, although well laid out.

The Captain-General is anxious to commence a system of railways, but the difficulty of raising capital in England, even with the guarantee of the Spanish Government, has hitherto proved an obstacle. There is also an intention of bringing water from Rio Piedras to the capital, which at present depends entirely upon rain-water for its supply, and a considerable sum of money has been subscribed for the purpose. There are no canals or telegraphs, and the bridges, with the exception of a suspension bridge at Caguas, and a stone one at Martin Pena, are of wood.

There is, however, a strong desire to introduce all modern improvements into the island, and when the difficulty of obtaining capital is removed, I have no doubt but the desire will be carried into effect.

Puerto Rico, October 13, 1862.

## PUERTO RICO.

*Report by Mr. Consul Cowper on the Trade of Puerto Rico for the year 1862.*

THE general report upon the commerce and agriculture of this island, which I forwarded in October last, was so detailed that very little is left to be said upon the subject without useless repetition, particularly as no new data has been afforded, owing to the delay of the Government in publishing its usual statistics this year; but as the General Report could not have been published before the present time, the few observations which I have now to offer may serve as supplementary to that report.

*Shipping and Navigation.*—Notwithstanding the American civil war, the numbers of foreign shipping visiting this island appear to have rather increased than diminished, and this is especially the case with British vessels.

The frequent imposition of fines upon British vessels since the date of my General Report, induces me again to call the particular attention of shipowners to this subject—the system by which fines upon vessels entering with irregular papers are levied, is vicious in the extreme, they are ruinously high, and enforced with rigorous severity; but, as a general rule, they are clearly defined by law, and, with ordinary care, might be avoided. It is my duty, in my endeavours to get these fines remitted, to advance every point favourable to my countrymen—and I do so—but it is impossible to deny that British owners, consignees, or captains, are more careless than those of any other nation, and are, consequently, more frequently fined. I have now fifteen cases of British vessels on my hands, fined in sums varying from $950, $240, $200, $150, $100, to smaller sums, and the difficulty, delay, and loss of time, in prosecuting their claims, occupies my whole time, and renders success very problematical indeed. The cause of fine, in nine cases out of ten is, that vessels coming in ballast, or with coal, present manifests unsigned by the Spanish consul at the port of departure, and I know of no better opportunity than this to impress upon ship-owners that all vessels whether in ballast or not, must bring a manifest signed by the Spanish consul.

The most important change which has taken place in the laws relating to shipping, is the alteration in the duties payable by vessels from St. Thomas, *in transitu*. Hitherto, a differential duty, amounting to about 17% was imposed upon foreign vessels and goods arriving here from any country viâ St. Thomas, Spanish vessels being exempted, but now the duties are assimilated to what they would have been if the goods came direct, and no distinction is made betwixt native and foreign ships, the former retaining only their general privilege of 9% upon the import duties.

New and very liberal regulations have been made respecting passengers' luggage, and merchandise brought with them.

*Trade and Commerce.*—Owing to the extraordinary fact that no British commercial house exists in the island, I am thrown for information respecting the trade and commerce of the place, entirely upon the Government statistics, and these not having yet been published for the year 1862, I can add nothing to my General Report upon these subjects.

*Agriculture.*—The American war has turned the attention of the planters to the cultivation of cotton; it had been almost abandoned in the island, the competition of the Confederate States rendering its success hopeless; the exports had declined to about 250,000lbs. annually, but

now at least a million of pounds will be available about Christmas, and ten times that amount might be produced if capital could be obtained. It is said that cotton planted six months ago is now fit for picking; if so, it proves the aptitude of the soil, but the ignorance of the planter, for the time for picking is certainly not the rainy season; indeed, it is not only capital, but instruction, that is needed to render the cotton-planting here successful.

*Industry and Public Works.*—That which is required to bring out the extraordinary capabilities of this island, with its large free population, its fine climate, and fertile soil, is capital; not that there does not exist a great deal in the island, but it is pent up like the water of a lake, which only requires an opening to enable it to flow out and enrich the country. That first opening should be in the direction of roads, railroads along each coast from east to west, and common roads across the mountains north and south, then the establishment of banks, and the other ordinary proofs of commercial civilisation and prosperity. For the former of these the government is prepared to guarantee the same terms which were granted to the Cuban railways, and when it is considered how much denser the population is here than there, and how much more concentrated its productions, the advantages derivable from these speculations would appear to be proportionately greater in Puerto Rico than in Cuba.

The island lost an opportunity about twenty years ago which it may look in vain for again. It was then proposed to the Captain-General to make this the head-quarters of the Royal Mail Steam Packet Company, but he refused, upon the ground that so great an influx of foreigners would endanger the Roman Catholic religion. Had he acquiesced, he would, by this time, have added at least 400,000 souls to its folds, and two millions of pounds annually to the commerce of the island.

Puerto Rico, June 12, 1863.

## SANTANDER.

*Report by Mr. Vice-Consul March on the Trade of Santander for the Year 1862.*

*Shipping and Navigation.*—Returns of British and foreign shipping at the port of Santander in the year 1861 and 1862 :—

| Years. | British. | | | | Foreign. | | | |
|---|---|---|---|---|---|---|---|---|
| | Entered. | | Cleared. | | Entered. | | Cleared. | |
| | Ships. | Tons. | Ships. | Tons. | Ships. | Tons. | Ships. | Tons. |
| 1861 .. .. | 169 | 21,726 | 164 | 21,085 | 737 | 89,358 | 552 | 80,077 |
| 1862 .. .. | 76 | 9,058 | 73 | 8,711 | 700 | 90,877 | 482 | 74,521 |
| Increase .. | .. | .. | .. | .. | .. | 1,519 | .. | 5,556 |
| Decrease .. | 93 | 12,668 | 91 | 12,374 | 37 | .. | 70 | .. |

It will be seen by the above that there was a considerable decrease in British shipping at Santander in 1862 compared with the preceding year, the result of a cessation in the demand from England for Spanish flour. Such fluctuations are not uncommon, being caused by the system in vogue with the Castilian corn-growers of holding out for high prices, which prevents the establishment of a regular trade between Great Britain and Spain.

The following is an analysis of the direct and indirect trade in British vessels during the year 1862 :—

| Entered. | | | Cleared. | | |
|---|---|---|---|---|---|
| Cargoes. | Ships | Tons. | Cargoes. | Ship | Tons. |
| Direct Trade— | | | Direct Trade— | | |
| Coal .. .. .. | 34 | 6,635 | Flour .. .. .. | 29 | 7,43 |
| Rails .. .. .. | 15 | | Iron .. .. .. | 14 | |
| Bitumen .. .. .. | 5 | | Madder .. .. .. | 1 | |
| Iron .. .. .. | 3 | | In ballast.. .. .. | 15 | |
| Total .. .. | 57 | 6,635 | Total .. .. | 59 | 7,438 |
| Indirect Trade— | | | Indirect Trade— | | |
| Locomotives, from France | 3 | 2,423 | Tobacco stalks for Hamburg .. .. | 1 | 1,273 |
| In ballast, from France .. | 8 | | In ballast, for Spain .. | 11 | |
| „ from Spain .. | 8 | | „ for Portugal .. | 1 | |
| | | | „ for Prussia .. | 1 | |
| Total .. .. | 19 | 2,423 | Total .. .. | 14 | 1,273 |
| Grand Total .. | 76 | 9,058 | Grand Total .. | 73 | 8,711 |

It may be mentioned as facts of some interest, that the agreements of the 76 British ships which visited Santander in 1862 show, that of the 495 men composing their crews, 12 per cent. were foreigners, principally Scandinavians. 119 of the 403 British seamen could not write, and 22 belonged to the Reserve Force of Royal Naval Volunteers.

The return of foreign shipping exhibits a decrease of 7·73 per cent. on the number of vessels entered, and an increase of 1·7 per cent. on their

tonnage compared with 1861. There was likewise a decrease of 12·7 and 7·94 per cent. on the clearances in 1862. Of the 549 Spanish ships which entered in 1862, 330 were steamers, representing 54,700 tons. These vessels ran between British, Spanish, French, Belgium, Baltic, and Cuban ports under the Spanish flag, in order to enjoy the privilege of the coasting trade, and avoid the high differential duties on goods carried in foreign bottoms.

A certain amount of British capital is invested in some of these lines, the principal one being entirely an English concern.

| Vessels entered. | In 1861. | In 1862. |
|---|---|---|
| French .. .. .. | 197 | 104 |
| Norwegian .. .. .. | 31 | 27 |
| Dutch .. .. .. | 8 | 12 |
| Belgian .. .. .. | 5 | 4 |
| Hanoverian .. .. .. | 2 | 3 |
| Danish .. .. .. | .. | 1 |
| Total .. .. | 243 | 151 |

The following Table shows the average tonnage of British and foreign ships at Santander in 1862:—

| | Average burden per ship. |
|---|---|
| British .. .. .. .. .. | 119 tons. |
| Spanish .. .. .. .. .. | 133 „ |
| French .. .. .. .. .. | 132 „ |
| Norwegian .. .. .. .. .. | 244 „ |
| Dutch .. .. .. .. .. | 144 „ |
| Belgian .. .. .. .. .. | 391 „ |
| Hanoverian .. .. .. .. .. | 80 „ |

The series, therefore, according to the size of the ships, ran thus: 1st, Belgian; 2nd, Norwegian; 3rd, Dutch; 4th, Spanish; 5th, French; 6th, British; 7th, Hanoverian.

Generally speaking, the average tonnage of French sailing ships is less than British, but in 1862 the former had several steamers, and the latter none at this port.

Tonnage per seaman of British and foreign ships at Santander in 1862:—

| | |
|---|---|
| British .. .. .. .. .. | 1 man per 18·3 tons. |
| Spanish .. .. .. .. | „ 11·32 „ |
| French .. .. .. .. | „ 16·51 „ |
| Norwegian .. .. .. .. | „ 17·81 „ |
| Dutch .. .. .. .. | „ 18·77 „ |
| Belgian .. .. .. .. | „ 16·66 „ |
| Hanoverian .. .. .. .. | „ 15· „ |

The ships that carried the largest crews according to the above Table were Spanish; then Hanoverian, followed in order by French, Belgian, Norwegian, British, and Dutch.

The next return exhibits the number and tonnage of vessels engaged in the coasting trade at this port in the years 1861 and 1862:—

| | Entered. | | Cleared. | |
|---|---|---|---|---|
| | Ships. | Tons. | Ships. | Tons. |
| 1861 .. .. .. | 1,198 | 67,600 | 1,327 | 62,200 |
| 1862 .. .. .. | 1,159 | 65,533 | 1,206 | 56,680 |
| Decrease .. .. | 39 | 2,067 | 121 | 5,520 |

The coasting trade gave employment in 1862 to 9,600 native seamen.

116 vessels, measuring 9,200 tons, entered the adjacent ports of Suances and Comillas in 1862, viz.: 7 British, 106 French, 1 Belgian, 1 Dutch, and 1 Norwegian. They came in ballast, and loaded with calamine, or zinc-ore, for Antwerp.

Ship-building was resumed at Santander in 1862 after a stoppage of five years, and a clipper of 600 tons has been launched. A large brig has also been ordered, and it is hoped that this branch of trade will be resumed.

*Trade and Commerce.*—The following is a comparative summary of the export trade of Santander in the years 1861 and 1862 :—

| Countries. | Articles. | Value. | |
|---|---|---|---|
| | | 1861. | 1862. |
| Great Britain | Flour, wheat, wine, walnut wood, madder, kid skins, iron and copper ore, quicksilver | £ 572,897 | £ 142,018 |
| Cuba | Flour, biscuits, peas and beans, wine, preserved meats and fruits, agricultural implements | 413,786 | 408,966 |
| France | Flour, wheat, wine, iron ore | 303,656 | 57,114 |
| Norway | Flour and wheat | 3,024 | .. |
| Belgium | Flour, wine, and spirits | .. | 7,488 |
| | Total | 1,293,363 | 615,586 |

Wheat and flour, as customary, formed a prominent item of the above exports. The annexed return for the years 1861 and 1862, shows the importance of the trade in these articles :—

| | Wheat. | | | |
|---|---|---|---|---|
| | 1861. | | 1862. | |
| | Quantity. | Value. | Quantity. | Value. |
| | Quarters. | £ | Quarters. | £ |
| Great Britain | 87,223 | 266,030 | 1,180 | 3,400 |
| France | 14,600 | 45,260 | 13,320 | 39,200 |
| Norway | 400 | 1,249 | .. | .. |
| | 102,223 | 312,530 | 14,500 | 42,600 |
| Barcelona and other Home Ports | 6,915 | 21,090 | 10,000 | 29,600 |
| Total | 109,138 | 333,620 | 24,500 | 72,200 |

| | Flour. | | | |
|---|---|---|---|---|
| | 1861. | | 1862. | |
| | Quantity. | Value. | Quantity. | Value. |
| | Sacks. | £ | Sacks. | £ |
| Great Britain | 144,270 | 301,400 | 57,623 | 120,700 |
| France | 123,000 | 282,900 | 7,882 | 16,500 |
| Belgium | .. | .. | 3,986 | 7,200 |
| Norway | 820 | 1,804 | .. | .. |
| Cuba | 188,900 | 406,156 | 208,382 | 368,000 |
| | 456,990 | 992,260 | 277,872 | 512,400 |
| Barcelona and other Home Ports | 209,080 | 454,770 | 190,000 | 340,000 |
| Total | 666,070 | 1,780,650 | 467,872 | 924,600 |

In 1861 the average prices of wheat and flour at Santanda were 61*s.* 1½*d.* the quarter, and 43*s.* 6*d.* the sack. In 1862 they fell to 58*s.* 10*d.* and 36*s.* 10½*d.*; but as at the same time, or during the last half of that year, flour was quoted at 37*s.* in England, there was no margin for profit in the Spanish market.

The steady advance observable in the import trade of Santander, exclusive of railway material, is attributable to various causes, the principal one being, the increasing prosperity and development of the resources of the country, by means of which the influx of gold creates an active demand for foreign productions.

The position of the importing countries in the years 1861 and 1862 was as follows:—

| 1861. | | 1862. | |
|---|---|---|---|
| Countries. | Value. | Countries. | Value. |
| | £ | | £ |
| 1. Great Britain .. .. | 272,237 | 1. Great Britain .. .. | 309,738 |
| 2. Cuba .. .. .. | 245,184 | 2. Cuba .. .. .. | 307,570 |
| 3. Ecuador .. .. .. | 218,933 | 3. France .. .. .. | 257,450 |
| 4. Venezuela .. .. | 155,912 | 4. Ecuador .. .. .. | 197,500 |
| 5. France .. .. .. | 146,866 | 5. Venezuela .. .. | 165,800 |
| 6. Sweden and Norway .. | 110,100 | 6. Sweden and Norway .. | 136,130 |
| 7. United States .. .. | 90,000 | 7. Argentine Republic .. | 37,600 |
| 8. Argentine Republic .. | 80,170 | 8. Belgium .. .. .. | 17,179 |
| 9. Germany .. .. | 11,986 | 9. Germany .. .. .. | 11,122 |
| 10. Belgium.. .. .. | 6,378 | | |
| Total .. .. | 1,337,766 | Total .. .. | 1,440,089 |

Thus, Great Britain and Cuba maintained the lead in 1862. France mounted from the 5th to the 3rd degree, whilst Ecuador and Venezuela descended from 3rd and 4th to 4th and 5th. Sweden and Norway remained stationary at number 6; the Argentine Republic replaced the United States, which disappeared from the list, and Germany and Belgium exchanged positions, the result being, that the value of the imports in 1862 were 102,373*l.* more than in the preceding year.

*Customs Receipts.*—The Custom-house receipts in 1861, were 253,313*l.*, and in 1862, 278,639*l.*; showing an increase in the latter on the former of 25,326*l.*

The comparative importance of the articles entered from abroad at this Custom-house in 1862 and the relative situation of the countries which supplied them, is shown in the annexed list:—

| No. | Articles. | Countries. | Values. |
|---|---|---|---|
| | | | £ |
| 1 | Cocoa .. .. .. .. | 1. Ecuador. 2. Venezuela .. .. | 363,420 |
| 2 | Sugar .. .. .. .. | Cuba .. .. .. .. .. | 215,200 |
| 3 | Woollen Manufactures .. | 1. Great Britain. 2. France .. | 130,000 |
| 4 | Salted Cod Fish .. .. | 1. Norway. 2. Great Britain .. | 117,800 |
| 6 | Machinery, Clocks, & Musical Instruments .. .. | 1. France. 2. Great Britain. 3. Belgium. 4. Germany .. .. | 74,000 |
| | Timber .. .. .. | 1. France. 2. Norway. 3. Cuba.. | 73,070 |
| 7 | Linen and Hemp Manufactures | 1. Great Britain. 2. France. 3. Belgium .. .. .. .. | 57,600 |
| 8 | Wine, Spirits, and Beer .. | 1. Cuba. 2. France. 3. Great Britain. 4. Belgium .. .. | 50,533 |
| 9 | Cotton Manufactures.. .. | 1. Great Britain. 2. France .. | 46,000 |
| 10 | Silk „ .. .. | 1. Great Britain. 2. France .. | 45,700 |
| 11 | Hides and Prepared Skins .. | 1. Argentine Republic. 2. France. 3. Great Britain .. .. .. | 45,500 |
| 12 | Tobacco .. .. .. | Cuba .. .. .. .. .. | 34,000 |
| 13 | Cotton .. .. .. .. | Great Britain .. .. .. | 30,000 |
| 14 | Jewels, real and false; Watches | 1. France. 2. Great Britain. 3. Germany .. .. .. .. | 26,600 |
| 15 | Hardware and Cutlery .. | 1. Great Britain. 2. France. 3. Germany. 4. Belgium .. .. | 18,350 |
| 16 | Haberdashery and Millinery . | 1. France. 2. Great Britain. 3. Germany. 4. Belgium .. .. | 16,640 |
| 17 | Coal and Coke .. .. | 1. Great Britain. 2. Belgium .. | 14,400 |
| 18 | Furniture .. .. .. | 1. France. 2. Great Britain. 3. Belgium. 4. Germany .. .. | 13,420 |
| 19 | Coffee .. .. .. .. | Cuba .. .. .. .. .. | 13,120 |
| 20 | Brass and Copper .. .. | 1. Great Britain. 2. France .. | 7,760 |
| 21 | Iron and Steel .. .. | 1. Great Britain. 2. Belgium. 3. France .. .. .. .. | 7,430 |
| 22 | Earthenware and Glass .. | 1. France. 2. Great Britain. 3. Germany. 4. Belgium .. .. | 7,140 |
| 23 | Tin .. .. .. .. | 1. Great Britain. 2. France .. | 6,260 |
| 24 | Drugs and Chemical Preparations.. .. .. .. | 1. France. 2. Great Britain .. | 5,420 |
| 25 | Wax .. .. .. .. | Cuba .. .. .. .. .. | 4,400 |
| 26 | Stationery and Paper .. | 1. France. 2. Great Britain. 3. Germany. 4. Belgium .. .. | 4,080 |
| 27 | Tea and Spices .. .. | 1. Great Britain. 2. France. 3. Cuba. | 3,990 |
| 28 | Toys .. .. .. .. | 1. Germany. 2. France .. .. | 2,530 |
| 29 | Linen Yarn .. .. .. | Great Britain .. .. .. | 2,520 |
| 30 | Perfumery .. .. .. | 1. France. 2. Great Britain. 3. Germany .. .. .. .. | 2,418 |
| 31 | Cheese.. .. .. .. | 1. Belgium. 2. France. 3. Great Britain .. .. .. .. | 1,428 |
| 32 | Cotton Yarn .. .. .. | 1. Great Britain. 2. France .. | 610 |

The Table below showing the different success with which the importing countries competed in certain articles during the year 1862, is strictly drawn up from official data; and as it is through this port that the two Castiles, Galicia, Asturias, and Leon, are principally supplied with foreign manufactures, it will afford a criterion of the relative estimation in which particular branches of British, French, Belgian, and German industry are held in Spain:—

| Articles. | Order of Precedence. | | | |
|---|---|---|---|---|
| | 1st. | 2nd. | 3rd. | 4th. |
| *Hardware and Cutlery.* | | | | |
| Copper Hardware .. | France .. | Great Britain | Belgium | Germany |
| Tin „ .. | Great Britain | France | Germany | Belgium |
| Clasp and Penknives .. | France .. | Belgium | „ | Great Britain |
| Razors .. .. .. | Great Britain | France | .. | .. |
| Table-knives .. .. | „ | Belgium | France | .. |
| Scissors .. .. .. | Belgium .. | France | Great Britain | Germany |
| Sword and Knife-blades.. | France .. | Great Britain | Belgium | „ |
| Metal Spoons and Forks. | „ | „ | .. | Germany |
| Iron Bedsteads .. .. | Great Britain | France | .. | .. |
| Pins .. .. .. | France .. | Great Britain | .. | .. |
| Needles .. .. .. | Germany .. | France | Great Britain | Belgium |
| Metal Pens .. .. | France .. | Great Britain | Germany | „ |
| Scientific Instruments .. | „ .. | „ | .. | .. |
| Clocks .. .. .. | „ .. | „ | Germany | .. |
| Watches .. .. .. | „ .. | „ | .. | .. |
| *Woollen Manufactures.* | | | | |
| Figured Muslins, Orleans, Alpacas .. .. | Great Britain | France | Belgium | .. |
| Shawls and Neckerchiefs | France | Great Britain | „ | .. |
| Merinos and Twills .. | Great Britain | France | .. | .. |
| Merino Shawls .. .. | France .. | Great Britain | .. | .. |
| Flannel, Baize, Druggets, and Coatings .. , .. | Great Britain | France | .. | .. |
| Cloths and Cashmeres .. | France | Great Britain | .. | .. |

It is impossible on examining the preceding Table to overlook the spirit with which Germany has entered the race of industry with Great Britain, France, and Belgium, although she cannot be said to compete fairly when the manufacturers of Remshied and Nuremburg forge the names and trade marks of Manchester and Sheffield hardware and cutlery firms.

Railway material to the amount of 169.382*l.*, being 134,039*l.* less than in 1861, was imported at Santander in 1862, viz. :—

| Articles. | From Great Britain. | From France. | From Belgium. | Total. |
|---|---|---|---|---|
| Rails .. .. tons | 2,500 | .. | .. | 2,500 |
| Locomotives .. „ | .. | 104 | 10 | 124 |
| Carriages .. .. „ | 10 | .. | .. | 10 |
| Waggons and Break-vans .. „ | 112 | .. | 406 | 518 |
| Sleepers .. .. „ | .. | 200,000 | .. | 200,000 |
| Tools and Iron .. lbs. | 26,700 | 12,000 | 9,000 | 47,700 |

The outward and inward coasting trade of this port in 1862 amounted to 130,000*l.* and 430,000*l.*

*Agriculture.*—Up to the present moment the appearance of the crops in the corn-producing districts of the Castiles is satisfactory, and there is no longer any fear that the coming harvest will suffer from want of rain.

*Industries.*—The following is a return of the different kinds of ore exported from the province of Santander in 1862 :—

| Where Produced. | To Great Britain. | | To France. | | To Belgium. |
|---|---|---|---|---|---|
| | Copper Ore. | Iron Ore. | Calamine. | Iron Ore. | Calamine. |
| | Cwts. | Cwts. | Cwts. | Cwts. | Cwts. |
| Santander .. .. | 1,820 | 35,000 | .. | 1,400 | .. |
| Suances .. .. | .. | .. | 5,600 | .. | 203,000 |
| Comillas .. .. | .. | .. | 4,000 | .. | 100,000 |
| Santona .. .. | .. | .. | 600 | .. | 36,000 |
| Castro Urdiales .. .. | .. | .. | 2,000 | .. | 3,000 |
| Total .. | 1,820 | 35,000 | 12,200 | 1,400 | 342,000 |

The cost of the above ores at the pit's mouth was :—

| | | £ |
|---|---|---|
| 1,820 cwt. | of Copper Ore, at 60*s.* per ton .. .. | 321 |
| 354,200 „ | Calamine, „ 35*s.* „ .. .. | 40,687 |
| 36,400 „ | Iron Ore „ 5*s.* 10*d.* „ .. .. | 465 |
| 392,420 | | £40,473 |

*General.*—Besides the improvements in progress at this port, such as the removal of sand banks, the establishment of a light on the harbour-master's office, and the erection of wooden jetties to facilitate the landing of heavy goods and machinery, there is one destined in the course of time to call a new Santander into existence, containing spacious floating basins surrounded by quays and warehouses.

Twenty years ago the only accessible building site of Santander was very circumscribed, the tides running over the low lands laying at the foot of the acclivities, on which stands the old town. In process of time, a dyke (now the noble quay of Calderon, lined with fine edifices) was run along the outward margin of these lands, which were thus reclaimed and built upon. Yet even this was found too limited for the increasing wants of a large commercial population, the result being the above-mentioned scheme, of which the following is a brief sketch.

By a Royal Order, dated August 14th, 1851, permission was granted to various Spanish subjects to construct a floating-basin in the bay or port of Santander, through the concession of a tract of ground adjoining the town, and covered by the tide at high water, which it was proposed to reclaim.

In 1853 this concession was disposed of to a French company, which is steadily proceeding towards the realisation of the original plan, amidst the usual difficulties attending the investment of foreign capital in Spanish speculations.

The total extent of the ground to be reclaimed is 4,500,000 metres, or 5,382,000 square yards, of which 2,828,403 metres, or 3,382,900 square yards, are destined for agricultural purposes.

The plan comprehends only that portion destined to form the site of the new town and floating-basin, or interior port. It extends from the old town, between the line of the Isabel Segunda Railway and the Bay of Santander, having on that side a development of 1,446 metres, or 1,581 yards, of quay accessible at all tides

The area of the plan comprising the town, warehouses, floating-basins, and quays is 1,671,597 metres, subdivided as follows :—

| | Metres. | Yards. |
|---|---|---|
| Building sites .. .. .. | 1,264,990 = | 1,512,984 |
| Outer Basin .. .. .. | 207,972 | 248,743 |
| Principal Basin. .. .. | 198,634 | 237,574 |
| Total .. .. | 1,671,597 = | 1,999,301 |

The following Table give the length, breadth, and depth of the two basins, as well as the extent of their quays :—

| | Yards. |
|---|---|
| Outer Basin : | |
| Length .. .. .. .. .. .. | 875 |
| Breadth .. .. .. .. .. .. | 262 |
| Depth above low-water mark .. .. .. | 8¾ |
| Principal Basin : | |
| Length .. .. .. .. .. .. | 1,638 |
| Breadth .. .. .. .. .. .. | 144 |
| Depth above low-water mark .. .. .. | 8¾ |
| Length of the Quays of the Outer Basin .. | 1,747 |
| „ „ of Principal Basin .. | 3,279 |

Natural and artificial causes have contributed towards raising Santander to its present commercial importance. The first element of success involves a good geographical position and magnificant harbour—which has admitted the British naval transport "Himalaya," of 3,453 tons, and this year the Spanish first-class frigate "Concepcion," of 3,010 tons—with a commodious entrance accessible at all tides, being unobstructed by a bar, the great defect of so many ports along the Cantabrian coast. The second element of success are the fertile cornfields of Castile, the increase of mercantile capital, and the existence of a railway which, running direct from the port to the head of the canal of Castile at Alar del Rey (with the exception of an unfinished and difficult mountainous portion of twenty-one miles between Barcena and Reynosa), joins the North of Spain line, destined before long to establish direct railway communication between Madrid and Paris.

Santander, June 9, 1863.

## VIGO.

*Report by Mr. Consul Brackenburg upon the Trade of Vigo for the year* 1861.

The Spanish merchant navy has been increased during the year 1861 within this district by the following screw steam vessels: "Forwood," "Milo," "Garibaldi," and "Nina," which were purchased by Spanish merchants in the aggregate sum of £54,595.

A new light was erected during the year in the province of Asturias, on Mount Somos, near Rivadesella.

I subjoin a return of the vessels of all nations which arrived and departed from this port during 1861.

TOTAL NUMBER of Vessels arrived at Vigo during the year 1861.

| | Numbers | Tons | Crews |
|---|---|---|---|
| Spanish vessels from Spanish colonies for Vigo | 16 | 2,674 | 192 |
| " " " " " " quarantine | 110 | 22,577 | 1,474 |
| " " " ports in South America for quarantine | 5 | 1,546 | 68 |
| Spanish vessels from ports in South America for Vigo | 3 | 617 | 43 |
| Spanish packets from Havannah to land mails and passengers at Lazaret and bound to ports in France or England | 3 | 1,450 | 171 |
| Spanish steam vessels from England and France with part cargo for Vigo | 35 | 8,839 | 941 |
| Spanish steam vessels from Gibraltar in ballast | 1 | 154 | 16 |
| " " and sailing vessels employed in coasting trade | 783 | 69,266 | 8,728 |
| Spanish sailing vessels windbound or in distress | 8 | 1,610 | 125 |
| " " " from foreign ports for Vigo | 16 | 1,631 | 104 |
| British sailing vessels for Vigo | 18 | 2,660 | 137 |
| " " and steam vessels windbound or in distress | 22 | 4,868 | 300 |
| British steam packets | 72 | 57,280 | 3,996 |
| " " vessels from England touching at Vigo for oxen for Gibraltar | 3 | 1,963 | 107 |
| British steam vessels from Cadiz taking oxen and eggs at Vigo for England | 25 | 15,657 | 880 |
| British steam vessels in employ of Spanish government | 1 | 698 | 27 |
| French steam vessels calling for passengers and sailing vessels windbound or in distress | 65 | 12,068 | 1,450 |
| French sailing vessels with cargoes for Vigo | 3 | 358 | 21 |
| United States sailing vessels windbound or in distress | 6 | 2,406 | 62 |
| Portuguese sailing vessels windbound, in distress, or to perform quarantine | 37 | 6,522 | 433 |
| Russian steam vessels for coal and sailing vessels in distress | 2 | 1,750 | 84 |
| Belgian steam vessels for coal | 2 | 1,128 | 60 |
| Mecklenburg sailing vessels in distress | 1 | 356 | 12 |
| Bremen sailing vessels windbound | 1 | 180 | 8 |
| Dutch " " " | 1 | 148 | 6 |
| Totals | 1,239 | 218,416 | 19,445 |

TOTAL NUMBER of Vessels sailed from Vigo during the year 1861.

| | Numbers | Tons | Crews |
|---|---|---|---|
| Spanish vessels having performed quarantine and bound to Spanish ports with cargo | 110 | 22,577 | 1,474 |
| Spanish vessels bound to Spanish colonies and to foreign ports | 27 | 4,741 | 429 |
| Spanish steam and sailing vessels employed coastways | 763 | 77,284 | 9,349 |
| „ sailing vessels having put in windbound or in distress | 7 | 1,110 | 100 |
| Spanish mail steam packets which landed mails and passengers from Havannah and proceeded to France or England | 3 | 1,450 | 171 |
| British sailing vessels from Vigo | 16 | 2,370 | 123 |
| „ „ and steam vessels windbound or in distress | 22 | 4,868 | 300 |
| British steam packets | 72 | 57,280 | 3,996 |
| „ „ vessels calling at Vigo for oxen for Gibraltar | 3 | 1,973 | 107 |
| British steam vessels calling at Vigo for oxen for London | 25 | 15,657 | 880 |
| „ „ „ in employ of Spanish government | 1 | 698 | 27 |
| French steam vessels having called for passengers and sailing vessels windbound or in distress | 65 | 12,068 | 1,450 |
| French sailing vessels having landed cargoes at Vigo | 3 | 358 | 21 |
| United States sailing vessels windbound or in distress | 6 | 2,406 | 62 |
| Portuguese sailing vessels having performed quarantine, windbound, or in distress | 37 | 6,522 | 433 |
| Russian steam vessels for coal and sailing vessels in distress | 2 | 1,750 | 84 |
| Belgian steam vessels for coal | 2 | 1,128 | 60 |
| Bremen sailing vessels windbound | 1 | 180 | 8 |
| Dutch sailing vessels windbound | 1 | 148 | 6 |
| Totals | 1,166 | 214,568 | 19,080 |

*Trade and Commerce.*—In the import trade there is an increase, as compared with the preceding year, of £132,846 9*s.* 6*d.*

| | £ | *s.* | *d.* |
|---|---|---|---|
| Import trade in 1860 | 154,096 | 9 | 4 |
| „ „ 1861 | 286,942 | 18 | 10 |
| Increase in 1861 | 132,846 | 9 | 6 |

This great increase in the values of the imports is principally attributable to the increase of the quantities of sugar, cocoa, coals, hides, iron, machinery, and cotton, and woollen textures imported during 1861, as compared with 1860, and further to the value of the sale of the "Garibaldi" in £4,590, and transferred to the Spanish flag.

In the export trade for 1861 it will be seen that there is also an increase.

| | £ | *s.* | *d.* |
|---|---|---|---|
| Export trade in 1860 | 55,266 | 7 | 0 |
| „ „ 1861 | 74,085 | 8 | 7 |
| Increase in 1861 | 18,819 | 1 | 7 |

The increase in the value of exports is attributable to the number of oxen exported as compared with the preceding year, and also to the value of flour and quicksilver exported.

The corresponding rates of Spanish weights and measures, as compared with English, are as follows :—

100 lbs. Spanish = $101\frac{4}{10}\frac{3}{0}$ avoirdupois.
100 ozs. = 92 oz. 8 dwt. 23 grs. English troy.
1 arroba = 30 gallons Imperial measure.
1 Varacuadrada of 36 inches = $32\frac{8}{9}$ English square inches.

*Agriculture.*—The yield of the wheat crops in this province during the year 1861 was considered as under average as regards quantity, and bad as regards quality, owing to the want of rain in winter, and the unusually cold and dry weather in spring and the early part of summer.

The quarterly prices during the year, per imperial quarter, were as follows :—

| | *s.* | *d.* | | *s.* | *d.* |
|---|---|---|---|---|---|
| March | 55 | 6 | to | 61 | 9 |
| June | 57 | 8 | „ | 61 | 9 |
| September | 69 | 11 | „ | 70 | 1 |
| December | 74 | 1 | „ | 78 | 2 |

Shipping charges, 4*d.* per imperial quarter.

The crops of Indian corn were for the same reasons as above-mentioned equally under average, and moreover as the demands for exportation were few the prices were very equal during the year.

The quarterly prices during the year, per imperial quarter, were as follows :—

| | *s.* | *d.* | | *s.* | *d.* |
|---|---|---|---|---|---|
| March | 31 | 0 | to | 36 | 7 |
| June | 31 | 0 | „ | 36 | 7 |
| September | 31 | 0 | „ | 36 | 7 |
| December | 33 | 9 | „ | 36 | 7 |

Shipping charges, 4*d.* per imperial quarter.

*Rye.*—The crops of this grain were better than those of wheat and Indian corn.

The quarterly prices during the year, per imperial quarter, were as follows :—

| | *s.* | *d.* | | *s.* | *d.* |
|---|---|---|---|---|---|
| March | 38 | 3 | to | 42 | 3 |
| June | 42 | 3 | „ | 48 | 6 |
| September | 46 | 10 | „ | 54 | 7 |
| December | 48 | 6 | „ | 54 | 9 |

Shipping charges, 4*d.* per imperial quarter.

*Potatoes.*—This vegetable was again visited by disease, and hence the fluctuations in the prices during the year.

The prices per ton during the year were as follows :—

| | *s.* | *d.* | | *s.* | *d.* |
|---|---|---|---|---|---|
| March | 87 | 9 | to | 97 | 6 |
| June | 68 | 3 | „ | 79 | 3 |
| September | 73 | 1 | „ | 87 | 9 |
| December | 87 | 9 | „ | 97 | 6 |

Shipping charges, 2*s.* 2*d.* per ton.

*Wine.*—The Oïdium Tuckeri has attacked all vines which were not sulphured, and consequently the vintage has been very small, and the little wine obtained of a very inferior quality, and the necessary supplies have been obtained from Castille, and the south of Spain. The prices per buttof 126 gallons during the year has been as follows :—

| | *s.* | *d.* | | *s.* | *d.* |
|---|---|---|---|---|---|
| March | 216 | 8 | to | 260 | 0 |
| June | 216 | 8 | „ | 260 | 0 |
| September | 216 | 8 | „ | 303 | 4 |
| December | 195 | 8 | „ | 239 | 0 |

Shipping charges, 10*d.* per butt of 126 gallons.

*Industry.*—A paper manufactory is in process of construction a short distance from Vigo, worked by steam and water power. Capital employed £13,000, distributed in shares of £40 each.

The machinery came from France, and the establishment is directed by French engineers.

*Public Works.*—The construction of the sea wall at this port, alluded to in my previous reports, has been stopped by order of the government.

Vigo, November 28, 1862

# SWEDEN AND NORWAY.

## GOTTENBURG.

*Report by Mr. Consul Engström on the Trade of Gottenburg for the Year 1862.*

The trade of Gothenburg in the year 1862 shows on the whole an increase as compared with 1861, and the business generally is considered to have been fairly remunerative.

### Shipping and Navigation.

I now give the aggregate number and tonnage of all arrivals and departures during the five years 1858 to 1862, viz. :—

Arrivals.

| Years. | British. | | Foreign. | | Total. | |
|---|---|---|---|---|---|---|
| | Number of Ships. | Tons. | Number of Ships. | Tons. | Number of Ships. | Tons. |
| 1858 | 190 | 37,776 | 1,241 | 135,745 | 1,431 | 173,521 |
| 1859 | 197 | 39,315 | 1,455 | 172,851 | 1,652 | 212,166 |
| 1860 | 169 | 41,576 | 1,477 | 160,784 | 1,646 | 202,360 |
| 1861 | 209 | 52,271 | 1,682 | 204,955 | 1,891 | 257,226 |
| 1862 | 266 | 63,849 | 1,719 | 200,485 | 1,985 | 264,334 |

Departures.

| | | | | | | |
|---|---|---|---|---|---|---|
| 1858 | 185 | 37,080 | 1,010 | 127,994 | 1,195 | 165,074 |
| 1859 | 200 | 39,332 | 1,369 | 174,466 | 1,569 | 213,798 |
| 1860 | 164 | 40,346 | 1,379 | 164,836 | 1,543 | 205,182 |
| 1861 | 216 | 54,180 | 1,429 | 186,580 | 1,645 | 240,760 |
| 1862 | 255 | 61,578 | 1,566 | 196,700 | 1,821 | 258,278 |

showing on the arrivals of British shipping of 1862 an increase over the preceding year of 11,578 tons, while on foreign shipping there was a decrease of 4,470 tons.

The following is a return of the British shipping at the outports of this Consulate in 1862, viz. :—

| Ports. | Number of Ships. | Tons. | Crews. |
|---|---|---|---|
| Uddevalla and Lysekihl .. | 5 | 691 | 38 |
| Marstrand .. .. .. | 13 | 1,971 | 85 |
| Helsingborg .. .. .. | 10 | 1,745 | 71 |
| Landscrona .. .. .. | 22 | 5,648 | 242 |
| Malmo .. .. .. .. | 35 | 5,440 | 277 |
| Ystad .. .. .. .. | 14 | 1,995 | 95 |
| Carlshamn .. .. .. | 1 | 203 | 10 |
| Carlscrona .. .. .. | 6 | 761 | 45 |
| Total .. .. | 106 | 18,454 | 863 |

being nearly on a par with 1861.

The Gottenburg mercantile fleet, at the close of 1862, consisted of 128 ships of 38,616 tons.

*Freights.*—In the spring of the year ships were plentiful, and the rates of freight somewhat lower than at the same period of last year; but during the summer and autumn shipping became more scarce, and freights advanced.

The current rates to London were as follows :—

| Articles. | Spring. | Summer. | Autumn. |
|---|---|---|---|
| For Deals, per Petersburg standard.. | 31*s.* 6*d.* to 33*s.* | 35*s.* to 36*s.* | 40*s.* to 42*s.* |
| Oats, per quarter .. .. .. | 1*s.* 9*d.* | 2*s.* to 2*s* 3*d.* | 2*s.* 3*d.* to 2*s.* 9*d.* |

## Trade and Commerce.

*Exports.*—The export trade of Gottenburg in 1862 has more than recovered from the depression of the previous year, as will be seen by the subjoined comparative return of the value for the last five years, viz. :—

| Years. | Value in British Ships. | Value in Foreign Ships. | Total Value. |
|---|---|---|---|
| | £ | £ | £ |
| 1858 | 202,000 | 673,000 | 875,000 |
| 1859 | 247,500 | 852,500 | 1,100,000 |
| 1860 | 273,000 | 877,000 | 1,150,000 |
| 1861 | 279,000 | 751,000 | 1,030,000 |
| 1862 | 343,800 | 833,200 | 1,177,000 |

*Iron.*—Although the shipments to America are still comparatively limited, there has been a marked improvement in the export of iron to the European markets.

The total export of this article for the last five years has been as follows :—

| | Tons. |
|---|---|
| 1858 .. .. .. .. .. | 26,850 |
| 1859 .. .. .. .. .. | 40,405 |
| 1860 .. .. .. .. .. | 40,040 |
| 1861 .. .. .. .. .. | 28,613 |
| 1862 .. .. .. .. .. | 41,530 |

The price of iron, which in 1861 averaged about 12*l.* per ton, has this year declined to 10*l.* or 10*l.* 5*s.*, and this reduction in price is thought to have led to speculative shipments.

The stock of iron on hand at the close of 1862 was 24,320 tons, or about 2,200 tons less than 1861.

*Wood.*—Calculated by tale, which is the only mode adopted by the Customs here, the export of plank, deals, and battens from Gothenburg, in 1862, shows an increase over 1861 of 6,655 dozen pieces, but the proportion of plank and battens being in excess, the cubic measure has probably not exceeded that of the former year.

The total export for the last five years was as follows :—

| | Dozens. |
|---|---|
| 1858 .. .. .. .. .. | 205,060 |
| 1859 .. .. .. .. .. | 294,700 |
| 1860 .. .. .. .. .. | 260,400 |
| 1861 .. .. .. .. .. | 326,800 |
| 1862 .. .. .. .. .. | 333,455 |

Of other kinds of wood the export has consisted of:—

| | |
|---|---|
| 9,900 Pieces of Square Timber. | 345,670 Laths. |
| 4,860 Mast and Spars. | 77,400 Dozen Pieces of Firewood. |
| 13,000 Pairs of Oars. | 3,000 Staves of Fir. |
| 1,643,400 Pieces Pit-props. | 38,400 „ of Oak. |
| 367,400 „ Lathwood. | 47,650 Beech Barrels. |

The supplies of wood from the interior were fully equal to the year 1861, but they continue to exhibit a decrease of heavy sizes, and prove the steady progress towards a gradual exhaustion of the forests which supply the saw-mills in this part of the country.

The season opened with a good demand from French ports, but to England the shipments were limited, owing to buyers giving a decided preference to Gulf goods.

A growing trade has sprung up with some ports in Spain; and as about the usual quantities have gone to Australia and the Cape, the year closed with a stock considerably under the average of former years in quantity, and unusually bare of the current sizes.

There has been a large shipment of pit-props during 1862, but the business in this article does not seem likely to extend in the ensuing year, several shippers having ceased operations.

The prices of deals, per Petersburg standard of 165 cubic feet, were as follows:—

| | £ | s. | d. | | £ | s. | d. |
|---|---|---|---|---|---|---|---|
| 1st and 2nd quality, mixed, 3 × 9 inch, Red .. | 7 | 0 | 0 | to | 7 | 10 | 0 |
| 3rd „ „ „ „ .. | 6 | 5 | 0 | | 6 | 10 | 0 |
| 1st and 2nd „ „ 2¼ × 7 „ „ .. | 6 | 10 | 0 | | 7 | 0 | 0 |
| 3rd „ „ „ „ „ .. | 5 | 10 | 0 | | 6 | 0 | 0 |

*Grain.*—From Gottenburg the shipments of grain in 1862 amounted to 191,000 quarters; and from the several outports of this Consulate the following quantities have been exported, viz.:—

| | Quarters. |
|---|---|
| Stromstad .. .. .. .. | 9,250 |
| Uddevalla and Lysekihl .. .. | 43,700 |
| Marstrand .. .. .. .. | 6,120 |
| Kongelf.. .. .. .. .. | 30,150 |
| Warberg .. .. .. .. | 17,350 |
| Halmstad .. .. .. .. | 10,350 |
| Helsingborg .. .. .. .. | 73,300 |
| Landscrona .. .. .. .. | 36,550 |
| Malmo .. .. .. .. .. | 89,000 |
| Ystad .. .. .. .. .. | 56,600 |
| Carlscrona .. .. .. .. | 450 |
| Total Quarters .. .. | 372,820 |

forming a total of 563,820 quarters, or nearly 146,000 quarters less than 1861.

The following articles were exported from Gottenburg in 1862, viz.:—

| | | | |
|---|---|---|---|
| Oil Cake .. .. .. | tons | 720 | |
| Tar .. .. .. .. | cwt. | 4,482 | |
| Zinc .. .. .. .. | „ | 6,781 | |
| Zinc Plates .. .. .. | „ | 113 | |
| Copper, Refined .. .. | „ | 4,908 | |
| „ Old .. .. | „ | 1,000 | |
| Manganese .. .. .. | „ | 1,977 | |
| Lead .. .. .. .. | „ | 1,313 | |
| Nickel Ore .. .. .. | „ | 476 | |
| Alum .. .. .. .. | „ | 881 | |
| Rags .. .. .. .. | „ | 1,935 | |
| Cotton .. .. .. | lbs. | 708,263 | |
| Cotton Yarn .. .. | „ | 36,070 | |
| Paper .. .. .. | „ | 242,963 | |
| Hides and Skins .. | „ | 54,991 | |
| Train Oil .. .. | „ | 45,000 | |
| Seeds .. .. .. | „ | 43,340 | |
| Sailcloth .. .. .. | „ | 1,876 | |
| Bricks and Tiles .. | pieces | 96,000 | |
| Steam and other Machinery .. | value | £10,500 | |
| Lucifer Matches .. | „ | £15,000 | |

*Imports.*—The value of the imports into Gottenburg for the last five years may be taken as follows, viz. :—

| Years. | In British Ships. | In Foreign Ships. | Total Value. |
|---|---|---|---|
| | £ | £ | £ |
| 1858 | 295,000 | 825,000 | 1,120,000 |
| 1859 | 440,000 | 860,000 | 1,300,000 |
| 1860 | 400,000 | 1,100,000 | 1,500,000 |
| 1861 | 457,500 | 1,262,500 | 1,720,000 |
| 1862 | 445,000 | 1,065,000 | 1,510,000 |

showing a decline in 1862 of 210,000*l.* as compared with the preceding year, and which is more than accounted for in the decrease of above 9,000,000 lbs. in the import of cotton alone.

I subjoin a comparative statement of the quantities of the principal articles of import for the same period, viz. :—

| Articles. | 1858. | 1859. | 1860. | 1861. | 1862. |
|---|---|---|---|---|---|
| Coal .. .. tons | 62,700 | 68,600 | 76,100 | 81,600 | 93,100 |
| Coffee .. .. lbs. | 5,920,940 | 4,961,400 | 6,174,000 | 5,677,300 | 7,437,600 |
| Cotton .. .. „ | 7,745,440 | 8,973,040 | 10,581,750 | 11,173,100 | 2,127,070 |
| Cotton Yarn .. „ | 726,160 | 724,570 | 895,800 | 801,200 | 428,618 |
| Hides .. .. „ | 790,500 | 1,483,200 | 2,601,800 | 3,043,200 | 2,416,030 |
| Sugar, Raw .. „ | 13,895,870 | 17,978,300 | 18,300,680 | 16,895,150 | 18,229,670 |
| Tobacco .. „ | 1,250,600 | 2,864,250 | 3,121,450 | 1,522,650 | 1,209,020 |

Besides the import into Gottenburg of 93,100 tons of coal, there has been imported during the year, at the out-ports of this Consulate, 69,560 tons.

The following articles were imported into Gottenburg in 1862, viz. :—

| | | | | | |
|---|---|---|---|---|---|
| Grain, principally Rye and Barley .. .. | qrs. | 61,300 | Pepper .. .. .. | lbs. | 126,271 |
| Flour of wheat and rye | cwt. | 30,310 | Plums, French .. | „ | 254,978 |
| Almonds .. .. | lbs. | 86,941 | Pork .. .. .. | „ | 277,200 |
| Butter .. .. .. | „ | 29,100 | Raisins .. .. | „ | 213,057 |
| Cheese .. .. .. | „ | 196,100 | Rice and other grits (not of Corn) .. | „ | 1,657,020 |
| Fish, Salted .. .. | cwt. | 230,374 | Soda .. .. .. | cwt. | 11,360 |
| „ Dried .. .. | „ | 11,841 | Soap, common .. | lbs. | 14,937 |
| Glass, Plate and Window | lbs. | 307,224 | Spices .. .. .. | „ | 25,693 |
| Hops .. .. .. | „ | 82,211 | Spirits .. .. .. | „ | 1,046,413 |
| Indigo and other Dyes | „ | 838,530 | Sugar, refined .. | „ | 2,974,272 |
| Iron, Pig .. .. | tons | 1,140 | Tallow .. .. .. | „ | 193,200 |
| „ Plate, & other wrought | „ | 536 | Tea .. .. .. | „ | 24,455 |
| „ Rails .. .. | „ | 6,015 | Treacle .. .. | „ | 670,703 |
| Liquorice .. .. | lbs. | 56,005 | White Lead and Zinc | „ | 323,100 |
| Manufactures, Silk, Cotton, Woollen, &c. .. | „ | 449,982 | Wool .. .. .. | „ | 618,514 |
| Oil, Train .. .. | „ | 372,253 | Woollen Yarn .. .. | „ | 252,524 |
| „ Fatty .. .. | „ | 853,491 | Wines .. .. .. | „ | 983,748 |
| „ of Vitriol .. .. | „ | 240,010 | Machinery & Implements, value | | £24,500 |

I subjoin a list of the average market prices (duty paid) of the principal imports for 1862, viz. :—

| | | s. | d. | | s. | d. |
|---|---|---|---|---|---|---|
| Coal, British | per ton | 18 | 0 | to | 20 | 0 |
| Coffee, Java and Brazil | per lb. | 0 | 9 | | 0 | 10½ |
| Cotton, per lb., nominal | | | | | | |
| Cotton Yarn, British Water No. 30 | „ | 2 | 3 | | 2 | 6 |
| „ „ Mule „ 36 | | | | | | |
| Hides, Rio Grande | „ | 1 | 0 | | 1 | 1 |
| „ Pernambuco, dry-salted | „ | 0 | 9½ | | 0 | 10 |
| „ Batavia | „ | 0 | 8 | | 0 | 10 |
| Rice, Carolina | „ | 0 | 3½ | | 0 | 4 |
| Salt | per ton | 35 | 0 | | .. | |
| Sugar, Raw | per lb. | 0 | 4 | | 0 | 4½ |
| Tobacco, Kentucky | „ | 1 | 0 | | 1 | 5 |
| Wool, Jutland | „ | 1 | 5 | | 1 | 6 |
| „ Iceland | „ | 1 | 3 | | 1 | 4 |

*Exchanges.*—The following were the mean rates of exchange per pound sterling on London at three months' date, viz.:—

| | Rdrs. | öre. | | Rdrs. | öre. |
|---|---|---|---|---|---|
| January | 18 | 1 | July | 17 | 84 |
| February | 17 | 94 | August | 17 | 77 |
| March | 17 | 84 | September | 17 | 65 |
| April | 17 | 88 | October | 17 | 61 |
| May | 17 | 78 | November | 17 | 60 |
| June | 17 | 80 | December | 17 | 63 |

Average for the year .. .. 17 rdrs. 78 öre.

And I add a statement showing the amount of foreign bills negotiated at Gottenburg during the last five years, viz.:—

| | Rixdollars. |
|---|---|
| 1858 | 35,587,450 |
| 1859 | 39,934,260 |
| 1860 | 42,601,700 |
| 1861 | 46,991,900 |
| 1862 | 49,035,320 |

*Agriculture.*—The harvest of 1862 was not only very abundant, but the grain generally of excellent quality, and well got in. The crop of oats is especially rich both in yield and quality, and a large surplus will remain for shipment in the ensuing spring.

The average market prices of grain, &c., during 1862 have been as follows:—

| | | s. | d. |
|---|---|---|---|
| Wheat | per quarter | 52 | 0 |
| Rye | „ | 38 | 1 |
| Barley | „ | 27 | 0 |
| Oats | „ | 17 | 8 |
| Peas | „ | 39 | 9 |
| Beans | „ | 34 | 7 |
| Potatoes | per ton | 71 | 10 |

## Population and Industries.

The population of Gottenburg, including the suburbs, at the close of 1861, was 38,504.

According to official returns of the various branches of manufacture at Gottenburg for the year 1861, there were 111 factories and workshops employing about 2,000 workpeople, and the value of the articles produced estimated at 273,500*l.*

Owing to the short supply of the raw material the cotton mills are almost at a stand, and the loss of work has caused a great deal of distress among the operatives.

*Railways.*—The great event of 1862 was the completion and opening of the railway from Gottenburg to Stockholm, a work of vast importance not only to the town of Gottenburg, but to the country at large.

Gottenburg, June 11, 1863.

# TRIPOLI.

## BENGASI.

*Report of Mr. Vice-Consul Reade on the Trade of Bengasi for the year ending December 31, 1862.*

The general trade of Bengasi this year has been inferior to that of 1861, owing chiefly to the failure of the crops last year and the war in America, which has diminished the importation of cotton manufactures, as will be seen by the following Table :—

| | | | |
|---|---|---|---|
| Imports of 1861..... | £18,130 | Exports of 1861..... | £33,860 |
| „ of 1862..... | 11,880 | „ of 1862..... | 29,666 |
| Decrease..... | £6,250 | Decrease.... | £4,194 |

*Imports. Cotton Manufactures.*—The quantity of cotton manufactures imported this year has been about two-thirds of that imported in 1861, the prices having been almost doubled owing to the war in America.

*Coffee.*—Coffees have also increased in price, and, it is said, from the same causes.

*Miscellaneous Articles of Import.*—The other articles of import, as sugar, iron, boards, wines, and spirits, have in general maintained their usual prices, and have been imported to about the usual extent.

*Exports. Cattle.*—The exportation of cattle to Malta has been moderately brisk during the whole of the past summer, and the present stock in this district, it is said, is very fair. From the badness of this port in the winter months it is very limited.

*Corn.*—There has been no corn exported from this port to Europe during the past year, from the failure of last year's crops. More, however, having arrived here than was required for the local consumption, a little was shipped to Tripoli.

*Wool.*—A considerable quantity of wool was sent to Malta during the past summer.

*Butter.*—Butter has also formed a pretty considerable article of exportation this year, chiefly to the Levant.

*Skins.*—And a fair quantity of skins have been sent to Malta and Tunis.

*Prices.*—Every article, however, has been purchased at a higher price than usual, owing to the limited importation that has prevailed this year.

*Exchange.*—The exchange, from the few remittances the traders here have had to make, has been generally about par, that is, at first about 120 piastres per pound sterling, and, when the tariff was reduced by the Government, at about 110 piastres per pound sterling.

*General Remarks.*—The rains having, although tardily, copiously fallen, great hopes are entertained for the forthcoming crops, which have already made a very vigorous appearance; but as all depends upon the vernal rains, it is impossible to say more on the subject.

The grass, however, in the country, having sprung up very plentifully, the exporters of cattle look forward to the return of spring with sanguine hopes.

Bengasi, December 31, 1862.

## DERNA.

*Report of Mr. Vice-Consul de Tremeaux on the Trade of Derna for the year* 1862.

The British subjects residing at present at Derna are only eight (Maltese), and those under British protection, five.

During the whole year there were only five visés of passports and four bills of health, which were issued gratis. I have received no other office fee. I have, moreover, no civil or criminal case of importance to record.

The conditions of our commerce are, in general, as usual. Owing to the failure of crops of cereals, supplies since last August were brought from abroad; and, from the want of rains, the prospect of the new crops are not encouraging.

The following state will exhibit the movement of the British and foreign shipping at this port during the year :—

| ENTERED. | | | | | CLEARED. | | | | |
|---|---|---|---|---|---|---|---|---|---|
| No. | Nation. | Tons | Crews | Value of Cargo | No. | Tons | Crews | Value of Cargo | Ships |
| 6 | British | 144 | 29 | £400 | 6 | 144 | 29 | £228 | Speronara |
| 1 | Greeks | 60 | 6 | 150 | 1 | 60 | 6 | 200 | .. |
| 33 | Ottoman | 2381 | 239 | 5,536 | 31 | 2,276 | 226 | 2,392 | 2 wrecked |
| 40 | .. | 2585 | 274 | 6,096 | 38 | 2,460 | 261 | 2,820 | .. |

Of British vessels there was, strictly, only one (the Maltese speronara, St. Giuseppe), but which made six voyages.

The administration of this district continues the same.

The population at this moment is in a state of excitement, from the intelligence of an approaching visit of the Governor-General, which, it is apprehended, will lead to the imposition of some onerous contribution.

Relative to the projected cultivation of olive trees, no satisfactory result has yet been obtained.

Our present garrison is composed of two companies of infantry, and that of Sheigheb of two squadrons of cavalry.

The public health has been, during the whole year, in the most satisfactory state.

Derna, December 15, 1862.

## TRIPOLI.

*Report of Mr. Consul-General Herman on the Trade of Tripoli for the year* 1862.

*Export.*—During the last two quarters, ending the 31st December, 1862, the export trade of Tripoli had been considerably increased from the abundance of the cereal crops But this observation applies solely to the western districts of the regency.

In the eastern sandjaks, from the prevalence of a long drought, the total failure of the crops superinduced a corresponding diminution in the exports.

*Imports.*—The internecine strife raging in the United States of America has exercised a benumbing influence on the import trade of this remote point, from the unprecedented high prices of cotton fabrics of almost every description.

*Exchange.*—The exchange has fluctuated between 120 to 110 Turkish piastres per pound sterling; the merchants and traders having, from the stagnation of trade, but few remittances to make.

*Cattle.*—The exportation of cattle to Malta has been tolerably brisk during the past summer, and the stock in the province is considerable.

*Dates.*—The date crops have been good.

*Oil.*—From the appearance of the olive districts an abundant yield of oil is anticipated.

*Remarks.*—The minor branches of the trade and agriculture have, from the same causes, been more prosperous for the last six months than during the previous half-yearly period.

Since the abolition of the Slave Trade the commerce with Central Africa had dwindled into comparative insignificance. Some months ago a mission from Algeria passed through Tripoli *en route* for Ghadames, where they concluded a treaty with the Chiefs of the Hagger Tuariks, which will open a more direct line of communication between Southern Algeria and the Soudan, but it is very questionable whether the objects contemplate will be attained by this treaty.

For the rest, from the utter stagnation of all the principles which vivify and impart prosperity to a country, no improvement in the general condition of this great outlaying province of the Turkish empire, social or political, during the past year, can be recorded.

Tripoli, December 31, 1862.

# TURKEY.

## ADRIANOPLE.

*Report by Mr. Vice-Consul Blunt, on the trade of Burgas, including Anchialo, on the Black Sea, for the year* 1862.

BURGAS is a small sea-port town in the Sandjak (province) of Shimnia, in the Pashalik of Adrianople, and is situated on the Black Sea, at a short distance from Varna, from which it is separated by the Balkans. Its population is estimated at about 4,000, one half Christian, and the other half Mahommedan.

The Porte derives annually from the district of Burgas, including Anchialo, a revenue of 13,000,000 piastres, or about 118,000*l.* sterling.

*Exports.*—Burgas is remarkable for its large exports of cereals. The total number of vessels which departed from Burgas in 1862 was 220, 180 of which were freighted with wheat, Indian corn, barley, &c. Of these shipments 21 were for the United Kingdom, and the remainder for France, Italy, Spain, Ionian Islands, and Constantinople.

The following is a return of the vessels of different nations that were freighted with cereals at the port of Burgas in 1862:—

| | | | |
|---|---|---|---|
| British | 2 | Norwegian | 4 |
| Ionian | 9 | Dutch | 3 |
| Italian | 61 | Swedish | 2 |
| Greek | 42 | Danish | 1 |
| Turkish | 38 | French | 1 |
| Russian | 10 | | |
| Austrian | 7 | | 180 |

The quantity of cereals exported from Burgas in 1862 is estimated at 2,000,000 kilos, or about 250,000 Imperial quarters, and the value of the same at 300,000*l.* sterling; of this produce about 50,000 quarters were furnished by the district of Burgas and Anchialo, the remainder, 200,000 quarters, was brought from the interior districts of Shimnia, Eski-Zagra, Teni Zagra, and Karnabat.

Burgas also carries on a considerable export trade to Constantinople: supplies of firewood, charcoal, salt, cheese, butter, honey, tallow, cattle, Alba cloth, and staves, are sent there for local consumption.

Most of these articles are produced in the Sandjak of Shimnia.

*Imports.*—230 vessels entered Burgas in 1862, and the value of importations is estimated at 200,000*l.* sterling. The imports consisted chiefly of British cotton manufactures, of which there is a large consumption in the Balkan villages, of coffee, sugar, copper, iron, tin, dies, olives oil, and rice. Most of this foreign produce is imported from Constantinople, and is extensively sold to purchasers from the interior.

*General Remarks.*—The port of Burgas is conveniently situated for the concentration of produce from the interior, and its proximity to Varna on the North, and Constantinople on the South, affords advantages for an active coasting trade. It also affords facilities to navigation in the Black Sea; during winter a great number of vessels are compelled to enter this port by stress of weather for repairs, or for water and refreshments.

In 1862 no less than 300 vessels were thus forced into Burgas. In the town of Burgas there are about 170 foreign families established, thirty of which are under British protection. Forty merchants, and Austrian, Greek, and Italian Consular Agents, also reside there.

Burgas is also electrically connected with Constantinople, Varna, and Adrianople.

Adrianople, May 15, 1863.

## ALEPPO.

*Report by Mr. Consul Skene on the Trade of Aleppo for the year* 1861.

The mode of carrying on the trade of Aleppo has, within the last two or three years, undergone considerable changes, which, though they at first checked its progress in some degree, contributed greatly to increase its vitality; so that it has since been increasing annually, and offers every reason to anticipate that it will still continue to advance.

Formerly it had become a usage for great European establishments to allow considerable credit to the native merchants of Aleppo, and send out goods to them from Europe, trusting to their remitting their value after they had disposed of them here. In this way some merchants who had no capital of their own, and others who had but limited means at their disposal, were wont to engage largely in commercial operations, covering their liabilities by their credit. Under these circumstances the slightest reverses naturally occasioned merchants' failures, in which European houses were the principal losers. Cases of suspended payments were of frequent occurrence. For the last two years European commercial establishments have withdrawn the capital they had thus allowed to circulate in Syria, and discontinued to allow credit to any extent to the native merchants here. The latter have, consequently, been obliged to confine their operations within the bounds of their means, and not trade beyond their actual capital. The immediate effect of this was to diminish in some measure the extent of commercial transactions with Europe; but the demands of the country soon called forth new resources, and, after the monetary check occasioned had been overcome, trade sprang up on a new basis, and under more normal conditions, which, by rendering it more secure, tended also to increase it. The embarrassments of merchants carrying on a commerce beyond their means, and the spirit of litigation so common among them, has ceased to exist. For the last year or more, it may be said, that not one case of failure has occurred at Aleppo.

The increase of Customs' duties on foreign goods imported, sanctioned by the new commercial treaty with Turkey, would, it was believed by many, tend to diminish the annual importation of goods from Great Britain. Experience has shown, however, the fallacy of such views. The imports from Great Britain have not yet undergone any decrease whatsoever, principally because the goods imported thence are all articles of the utmost necessity, which could not be replaced by any others.

Exportation of the native produce has not yet commenced. Great demands for wool were sent from Europe, and it is expected that a greater quantity than usual will be shipped this year, principally for France. Considerable difficulty was at first experienced by the merchants here with regard to the purchase of wool, in consequence of the hostile position assumed by the local government towards the Bedouin Arabs, which prevented their entering into any commercial transactions with them. Peace, which has been lately concluded, has allayed all fears on this score; and the Aleppo merchants have already effected large purchases of wool from them for exportation. In consequence of this demand, wool has risen about 15 per cent. in price.

One of the great drawbacks to the prosperity of trade in this city, and which has hitherto baffled all the measures adopted by the local

government to remedy it, is the unsettled state of the currency. Since the year 1857 the rate of exchange of the pound sterling has risen 30 per cent. Special commissions, composed of the principal merchants of Aleppo, both native and European, were established to find a remedy to this evil, or at least a means of putting a stop to its further progress; but all their attempts have resulted in nothing. The matter seems to have been given up as a hopeless task, and the evil allowed to exist, while the impediment and difficulties it causes to trade are increasing daily.

The return of the manufacture of native silk and cotton stuffs, shows an increase in the last two years in the number of looms employed and the number of pieces produced per annum. The obvious explanation of this temporary increase is, that the late disasters at Damascus overthrew the industry of that town, and diverted the trade in this article to Aleppo. This momentary increase does not give, however, a true standard of the state of this trade, which is otherwise on the decline, and will, it seems evident, soon cease to exist altogether. As civilization progresses in the provinces of the Turkish empire, European fashions are introduced with it. The women gradually give up their native costume for the European dress, and Lyons silks take the place of the Aleppo and Damascus stuffs, formerly so much in demand. Not more than ten years ago, 10,000 looms were at work at Aleppo, producing about 4,000,000 pieces a-year, almost all exported to the Turkish provinces, to meet the demand over the whole of the Turkish empire. In 1858, not more than 2,800 looms were employed; and now, in spite of the above mentioned circumstances, which have temporarily given a renewed vigour to the native industry, barely 4,000 find work, producing 1,500,000 pieces, for exportation to Egypt, Mesopotamia, and Asia Minor: where, however, the introduction of European fashions and European manufactures is daily progressing, and the demand for the native stuffs decreasing. In virtue of the new commercial treaty between the Porte and the European Powers, and according to the new Custom-house regulations, the tax of 12 per cent. levied upon all articles of native manufacture for exportation, is reduced to 8 per cent. The Government here, however, still levies the same tax of 12 per cent. on native manufactures sent into the interior, while 3 per cent. in addition is paid on the cotton-twist imported from Great Britain used for their manufacture. In consequence of this increased duty on cotton twist imported from Europe, some of the wealthiest proprietors of looms in this city are thinking of establishing a factory here for the manufacture of cotton twist with the cotton grown about Aleppo. In my humble opinion they will fail in this attempt, for I cannot think that they will ever succeed in producing anything to compete with the cotton twist of Great Britain, either in texture or price.

The manufacture of gold thread for weaving the native stuffs, forms one of the principal branches of native industry at Aleppo. Until four years ago a Mussulman family of this city held a monopoly on this article, and no one could manufacture gold thread not having a special permission from the holder of the monopoly, who naturally only granted such a permission on the receipt of a large sum of money. This obstacle prevented the prosperity of this branch of industry, and the Aleppo merchants were often obliged to have recourse to the gold thread of Constantinople or Poland. In 1858, an enterprising British merchant opposed the right of monopoly, and obtained an order from the Porte to open a factory. Since then the manufacture of gold thread has increased greatly. A sufficient quantity, both for the local

consumption and for exportation to Constantinople and Mesopotamia, is annually manufactured. The holder of the monopoly now receives merely a small percentage on the amount manufactured, which is levied together with the duty paid to the Government.

The gross amount of the revenues of this Pashalik in this year, A.H. 1278, did not exceed 22,000,000 piastres. This sum does not include the amount levied as a loan by the Porte from all its subjects, with the intention of refunding it in ten years by deducting a tenth part of it from all other taxes paid annually by the inhabitants of Aleppo. Great alarm was caused amongst the merchants of Aleppo when this loan was first announced, as it was known to be the intention of the Porte to pay it back in a paper currency; and it was obvious to all that the result of such a step would prove very injurious to the trade and industry of Aleppo. The above mentioned means of refunding the amount given to Government was gladly accepted, in preference to the introduction of the paper currency in the Aleppo market, and the loan required was paid without any dissatisfaction arising, beyond a slight complaint on the part of the Christians, who asserted that the portion allotted to them was comparatively heavire than that assessed on the Mussulmans. In the amount above mentioned the revenues of the Custom-house are not calculated, as they are not paid into the local treasury of Aleppo, but remitted direct to the financial department at Constantinople.

The tithes on all agricultural produce have not been farmed out, as had hitherto been the usage, and have remained to be collected on account of the Government. They were put up to auction as usual, but no purchasers presented themselves, principally because the fear of the locusts, that have appeared in great swarms, caused doubts with regard to the abundance of the crops, and also because the great severity shown towards all those indebted to Government by Ismet Pasha, the Governor-General, deterred those who had not a great capital at their command from presenting themselves as purchasers. It is generally believed that the revenue derived annually from the land tithe will be greatly diminished this year in consequence.

Aleppo, June 5, 1862.

## ALEPPO.

*Report by Mr. Consul Skene on the Trade of Aleppo during the Year* 1862.

The great rise in the value of manufactured goods occasioned by the war in America, and the consequent scarcity of cotton, has diminished the importation of manufactures to about one quarter of the amount it generally attained in other years. The rise in the prices in manufactured goods here has not been equal to the increase of value in Manchester, and, consequently, of the 25,000 bales which annually found their way to the Aleppo market, not more than 7,000 bales have been imported this year. The native manufacturers even made an attempt at reintroducing the manufactures of the native stuffs that had long since been superseded by the superiority of the British T cloths. The enormous rise in the price of the cotton of the country prevented great success, and the attempt has been almost wholly abandoned. In the beginning of the year, however, a considerable portion of these stuffs were sold in the markets of Diarbekr and Bagdad, principally for the use of Bedouin Arabs, and a small quantity was exported to Persia.

In the beginning of the year, before the new Commercial Treaty with Turkey was signed by Austria, when goods imported from that country only paid the 5 per cent. duty, a greater amount than usual of merchandise, such as cloth, Turkish caps, and hardware, was imported from Trieste, the merchants being desirous of receiving such goods before the duty should be raised. As soon as the Treaty was signed, however, this branch of the import trade declined again, and the whole amount of goods from Germany is little above the importation of other years.

The export trade has been much more prosperous this year than it has been for some years past, principally on account of the large quantities of cotton exported. Not less than 6,000 bales of cotton were sent to France. The annual produce of cotton in this province hardly ever exceeded 1,000 bales, or 500 quintals (2,000 cwt.), of which from 300 to 500 only were exported, and the rest remained here, its usual price being from 1,400 to 1,500 piastres the quintal.

The cotton grown here is of a very inferior quality, and has never been found good enough for the manufacture of twist, the staple being too short. The amount exported to France and Italy was chiefly used for making wicks and stuffing furniture. In the present scarcity in Europe, however, manufacturers were driven to make use of it mixed with other better qualities. This caused a sudden demand for it in France, and all that existed in the market was bought up immediately at double prices. The demand still continuing after the stock of the year's produce had been bought up, the old cotton that had for many years served for stuffing mattresses, pillows, and divans was brought to the market and disposed of at high prices. Thus, in the space of two months, about 2,000 quintals (10,000 cwt.) were purchased in the market of Aleppo and exported, the highest prices paid having reached 4,300 piastres per quintal. The Turkish Government has made an attempt to encourage the cultivation of cotton, and has engaged to levy no tax from farmers who introduce its cultivation in places where it had not hitherto been sown. The great obstacle, however, to its cultivation in the vast plains to the east of Aleppo, where it succeeds best, is the depredations of the Bedouin Arabs, who turn their flocks into cotton fields, the plant remaining in the ground till the season of their arrival in this neighbourhood, when other articles of agricultural produce have already been gathered into the barns. The Turkish Government has done nothing to introduce the cultivation of a better quality of cotton in this part of the country. A few years ago some of the best American seed was sent here by the Manchester Cotton

Supply Association, and tried by several of the cotton-growers. It was found only to succeed on irrigable land, which was devoted to the more profitable production of vegetables. At its present value, however, it may be more cultivated, and there are in the vicinity of Beredjik and Orfa, and on the banks of the Orontes near Hamah and Homs, large irrigable tracts of land where a considerable amount might be grown if the proper encouragement were offered by the local authorities. The exportation of gall-nuts of last year's crop was more abundant than the year before. The crop this year has been very plentiful, but of an inferior quality.

Very little sesame seed has been exported this year. The whole produce amounted to about 800 quintals (4,000 cwts.), of which nearly 3,000 cwts. were consumed in the country for extracting oil, and for the manufacture of soap, the olive crop having almost entirely failed. About 29,000 bales of wool were shipped this year at Alexandretta, principally for France. The prices then were at an average of 2,000 piastres per quintal (3*l.* per cwt.) unwashed, 2,800 piastres (3*l.* 19*s.* per cwt.) half-washed wool from Kurdistan, and 3,700 piastres (5*l.* 5*s.* per cwt.) washed wool from Irak.

Aleppo, December 31, 1862.

## BEYROUT.

*Report by Mr. Acting Consul-General Moore on the Trade of Beyrout for the year* 1861.

*Shipping and Navigation.*—The number of British and foreign ships that entered the port of Beyrout during the year, is as follows:—

| | Vessels | Tons | Crews |
|---|---|---|---|
| British | 57 | 26,526 | 1,137 |
| Foreign | 247 | 117,289 | 8,075 |
| Total | 304 | 143,815 | 9,212 |

Of the above 304 vessels, 201 are steamers, divided as follows:—British, 29, line of Liverpool steamers, mostly owned by the Greek firm of Spartali, of Liverpool, arriving at irregular intervals; French, 52, belonging to the Company of the "Messageries Impériales," calling regularly, two vessels every other week; and 16 belonging to the Company of Bazin, Gay & Co., of Marseilles, calling at irregular intervals—total, French steamers, 68; Austrian, 52, belonging to the Austrian Lloyds Steam Navigation Company; Russian, 52; both the latter arriving at regular fortnightly intervals. The French Messageries and Austrian Lloyds steamers are engaged in the direct and indirect trade; the Russian, in the indirect or carrying trade exclusively.

Nothing has been done to remedy the deficiences so often alluded to in former commercial reports from this Consulate, namely, the want of a harbour, mole or breakwater, to obviate the inconveniences and dangers of an open roadstead; and of more extended accommodation for goods at the Custom-house, where the limited space being soon filled up, merchandize is strewn about the place, exposed, in bad weather, to rain and the spray of the waves, which almost inundates the locality. No lighthouse exists, though the erection of one could not fail to be beneficial during the stormy winter months on this exposed coast. In ship-building, scarcely anything worth the name is done. Occasionally small vessels are built, the largest not exceeding fifty tons.

Beyrout has, however, made, and is making, surprising progress, in wealth, population and general prosperity. It is the port of the Lebanon and Damascus, and the residence of a considerable European mercantile colony.

The coasting trade, carried on in small native craft, consists of timber, fire-wood, charcoal, grain, straw, &c., of which no data are procurable on which statistics might be based.

*Trade and Commerce.*—The subjoined table shows the amounts of the British and foreign trade at this port:—

| | Imports. £ | | Exports. £ |
|---|---|---|---|
| British | 432,205 | .... | 10,918 |
| Foreign | 309,227 | .... | 328,722 |
| Total | £741,432 | .... | £339,640 |

Considering the tragical events which the past year witnessed, in nearly all the region in Syria, of which Beyrout is the commercial

capital, it would have been natural to expect a large decrease compared with the trade of the preceding year, instead of the actual increase shown above. But it must be remembered that 1859 followed a year of commercial crisis, whereas during the first half of 1860 trade was recovering its wonted vigour, and, but for the desolating disturbances which ensued, would doubtless have shown very considerable progressive prosperity. The presence, moreover, of the European land and naval forces consequent on the Syrian outbreak, and the large pecuniary contributions sent from all parts of the world to relieve the sufferers, gave an exceptional stimulus to some branches of trade.

In reality the industry and trade of central Syria received a blow by the events of 1860, from which they will take long completely to recover. Damascus, Hasbeya, Zahlé and Deir el Kamar, were paralyzed in this respect to a degree which no indemnity can remedy, and which even time may never wholly repair. The Christian population of those places constituted the commercial and progressive element. These have disappeared from the interior centres of trade just cited. It may be observed, that of the trade with foreign countries that with Great Britain was most affected by the events of 1860. The four towns enumerated above were notably sub-markets for British manufactures. Damascus and Zahlé consumed cotton-twist largely in the manufacture of the stuffs made in the country, whilst the surplus produce of the soil, which is chiefly exported to continental Europe, was comparatively little interfered with.

The following statement shows the shipping and trade of the principal foreign countries with Beyrout :—

| Nations | Vessels | Tons | Crews | Value of Imports. | Value of Exports. | Remarks |
|---|---|---|---|---|---|---|
| | | | | £ | £ | |
| France..... | 101 | 59,686 | 2,170 | 218,088 | 316,172 | |
| Austria and Germany.. | 68 | 26,989 | 2,005 | 46,271 | 3,750 | The German goods in Austrian vessels. |
| Russia..... | 52 | 26,000 | 3,673 | .. | .. | Engaged in carrying trade. |
| Switzerland.... | .. | .. | .. | 40,000 | .. | In French vessels. |
| Italy..... | 8 | 1,332 | 72 | 3,950 | .. | |
| Greece..... | 15 | 1,996 | 120 | .. | .. | Carrying trade. |
| America, U.S... | 3 | 1,286 | 35 | .. | 8,800 | |
| Other Countries | .. | .. | .. | 918 | .. | |
| Total ..... | 247 | 117,289 | 8,075 | 309,227 | 328,722 | |

The principal articles of importation, British and foreign, are the following:—British, cotton manufactures, of which there have been 7,102 bales, woollen and linen manufactures, 105 bales, cotton-twist, 700,000 bales, hardware and ironmongery, metals, colonials, coals, and provisions. France, cotton, woollen and silk manufactures, hardware, earthware, and fancy goods. Austria, woollen cloths, hardware, glass ware and timber. Switzerland, printed cotton handkerchiefs, in universal use among the native women, who wear them as a veil for the face out of doors, also watches and trinkets.

The chief articles of export at this port are, raw silk and silk cocoons, olive oil, dried fruits, madder roots (produce of the Damascus pashalik) and wool (from the interior).

The domestic trade is quite insignificant.

The new commercial convention of April, 1861, between Great Britain and Turkey, and the revised tariff annexed to it, have not yet

been long enough in operation to enable any judgment to be formed as to their working. The main features of this convention are these:—The import duties are raised from 5 per cent., the rate hitherto imposed, to 8 per cent., whilst the export duties undergo a reduction from 12 to 8 per cent., which amount is to be annually reduced by 1 per cent., until it shall be in this manner finally reduced to a fixed duty of one per cent. *ad valorem*, destined to cover the general expenses of administration and control. With regard to the tariff, its assessments are considered very onerous by the mercantile community. Beyrout possesses one bank, an English establishment, namely, a branch of the Ottoman Bank of London. Since the disastrous events of 1860, the operations of the bank have been restricted by the direction within the narrowest limits: up to that time the results of the experiment are believed to have been satisfactory.

Subjoined is a table of the rates (monthly) of exchange for the year 1861:—

| | Piasters. | | | |
|---|---|---|---|---|
| January..... | 119¾ | to | 120½ | per £ sterling. |
| February ..... | 120 | „ | 121 | „ |
| March ..... | 120 | „ | 121 | „ |
| April ..... | 120¾ | „ | 121¾ | „ |
| May..... | 121 | „ | 122 | „ |
| June ..... | 120 | „ | 121 | „ |
| July..... | 120 | „ | 120¾ | „ |
| August..... | 121 | „ | 122¼ | „ |
| September..... | 121 | „ | 121½ | „ |
| October..... | 121 | „ | 121¼ | „ |
| November..... | 120¼ | „ | 121¼ | „ |
| December ..... | 120 | „ | 121¾ | „ |

*Agriculture.*—The principal crops of this consular district (Beyrout and Mount Lebanon) are grain, silk cocoons, olive oil and tobacco. The average yearly yields are estimated as follows:—Grain (principally wheat and barley), 35,000 quarters; cocoons, 2,200,000 lbs.; oil, 5,000 tons; tobacco, 1,500,000 lbs. The crops of 1861 have been of the average yield. It is incontestable that were the improved agricultural implements and appliances at present in use in more civilized countries, introduced into Syria, these yields would be quadrupled. The cultivation of the soil is conducted in the most primitive and superficial manner; scratching the soil with the ancient ploughshare, and a rude system of manuring, are about the extent to which the art of cultivation is known or practised here Although cotton is not cultivated to any noticeable extent, previous reports on that subject from this Consulate show the capabilities of various districts of Syria for the production of that important staple. The animal and vegetable produce of the district are unimportant. The animals are, camels, horses, mules, asses, oxen, sheep, and goats. Of vegetables the following are the principal kinds, no more being raised than is used in the local consumption; vegetable marrow, cucumbers, pumpkins, egg plant, onions, tomata, beans, potatoes (to a small extent), radishes, cabbage, lettuce, spinach, cauliflower and bamia.

*Population and Industries.*—Although no mines are worked, it is the general opinion that they exist in the Lebanon range. Ibrahim Pasha, during the Egyptian domination, discovered and worked a coal and sulphur mine near the village of Kurnaïl, but since the restoration of the Turks it has been abandoned; from the indications to be met with, iron is supposed to exist in many places.

There are thirty silk reeling factories, and none of any other description, mostly conducted by Europeans, and worked by steam.

The total number of wheels employed in these establishments is 1,800. The silk reeled off in them is all exported to Europe, principally to France.

The employment of the people in trade, industries and agriculture. The population of Beyrout may be put down at 50,000; that of Mount Lebanon at 200,000; total population, 250,000.

*Public Works.*—A carriageable road between Beyrout and Damascus is being constructed by a French company; more than one-half of the distance, about 72 miles, is completed; the directors state that by November, 1862, the entire way will be opened to the public. This is the only carriageable road in Syria, and will be of immense advantage in every respect. The company have the monopoly of all wheeled conveyance on this road for the term of fifty years. Telegraphic communication has recently been established between this city and Damascus; another line is being made to Aleppo and ultimately to Diarbekir, which is already in telegraphic connection with Constantinople.

Beyrout, August, 1862.

## BRUSSA.

*Report by Mr. Consul Sandison on the Trade, &c., of Brussa for the Year 1862.*

### Shipping and Navigation.

Information on this head has to be comprised in a general summary of the trade and products which relate to the out-ports.

Panorma exported as follows:—

| Articles. | Quantities. | Value. | Ships. | Destination. |
|---|---|---|---|---|
| | | £ | | |
| Cocoons .. .. lbs. | 30,000 | 8,250 | French Steamers | Marseilles |
| Barley .. .. qrs. | 3,000 | 3,250 | 1 Ditto | England |
| Oats .. .. „ | 800 | 670 | 1 Ditto | Ditto |
| Maize .. .. „ | 1,780 | 1,800 | 1 Maltese .. | Ditto |
| Beans .. .. „ | .. | 400 | .. | Ditto (viâ Constantinople |
| Linseed .. .. „ | 1,250 | 2,016 | French .. | Marseilles |
| Wool .. .. lbs. | 504,000 | 18,200 | Ditto .. .. | Ditto |
| Total .. .. | .. | £34,586 | | |

The shipments to Ottoman ports were—

| Articles Exported. | Quantities. | Value. |
|---|---|---|
| | | £ |
| Barley (for Constantinople) bushels | 20,000 | 2,300 |
| Linseed „ .. .. „ | 450 | 8,640 |
| Sesame „ .. .. „ | 3,000 | 1,600 |
| Common Silk „ .. .. lbs. | 7,000 | 5,700 |
| Cocoons „ .. .. „ | 4,000 | 1,200 |
| Valonea (for Smyrna) .. .. tons | 110 | 1,000 |
| Cotton (for Constantinople) .. lbs. | 25,000 | 1,500 |
| Oats „ .. bushels | 3,000 | 330 |
| Beans (for various Ports) .. .. „ | 9,500 | 1,340 |
| Sheep and Lambs (for Constantinople .. | 75,000 | 3,200 |
| Total .. .. .. .. | | £26,810 |

There were imported indirect, through Constantinople chiefly,—

| Articles Imported. | Quantities. | Value. |
|---|---|---|
| | | £ |
| Cotton Manufactures .. .. .. | .. | 7,000 |
| Coffee (Inferior) .. .. .. bags | 3,000 | 14,000 |
| Sugar .. .. .. .. tons | 440 | 17,000 |
| Iron (English) .. .. .. „ | 670 | 6,100 |
| „ Russian .. .. .. „ | 220 | 4,800 |
| Lead Shot (French) .. .. „ | 175 | 4,750 |
| Tin (English) .. .. .. „ | 25 | 3,660 |
| Total .. .. .. .. | .. | £57,310 |

Further of native products imported—

| Articles Imported. | Quantities. | Value. |
|---|---|---|
| | | £ |
| Soap from Candia .. .. tons | 166 | 6,200 |
| Olive Oil „ .. .. „ | 110 | 6,360 |
| Total .. .. .. .. | .. | £12,560 |

The grain crops had not been plentiful whence Panorma is supplied, so that only one cargo of wheat, of 12,000 bushels, had been purchased for exportation, but not shipped up to the end of the year. Of linseed, the product was altogether 20,000 bushels; of sesame, 11,000; of wool, 4,000 kintals, all shipped to Marseilles; and of silk cocoons, 33,000 okes =91,000 lbs.,—the latter article being about 20 per cent. in excess of the previous year, but the quality inferior, from the insect eggs used being vitiated.

Mundania, with the adjoining Greek villages of Sighi and Niglia, to the west, depends most on the olive product, which did not come to more than one-fifth of the preceding year, and its value in oil and salted olives estimated at 12,750*l*. Exportation in that principal branch was limited accordingly; and the ravages of the oidium, though diminishing, still rendered the culture of the vine hardly worth while for the revival of the trade in wine and spirits.

The two local filatures produced 40 bales silk, of the value of 12,000*l*., exported to Marseilles. The yield of fresh cocoons was about 84,000 lbs. as in 1861.

Ghio did not last year, as in most others, import corn; but, on the contrary, exported a small quantity to the capital. By the steamers for Constantinople there were laden for exportation from thence—

| Articles Exported. | Quantities. | Value. |
|---|---|---|
| | | £ |
| Silk .. .. .. .. .. .. bales | 1,086 | 325,000 |
| „ Waste .. .. .. .. .. „ | 280 | 11,000 |
| Cocoons .. .. .. .. .. „ | 350 | 25,800 |
| Angora Goats' Wool, by 18 vessels, for Smyrna „ | 80 | 2,400 |
| Chrome, to tranship for England .. .. tons | 1,375 | 10,000 |
| Maize, by a Greek vessel, for Leghorn .. bush. | 5,600 | 670 |
| Salted Olives, by a Russian vessel, for Russia tons | 75 | 1,000 |
| Total .. .. .. .. .. | .. | £375,870 |

besides a small quantity, not specified, of turpentine, rags, and bones for England.

Additional exported to Turkish ports:—

| Articles Exported. | Quantities. | Value. |
|---|---|---|
| | | £ |
| Salted Olives, to the Danube .. .. tons | 865 | 11,200 |
| „ „ to Constantinople .. .. „ | 656 | 8,800 |
| Olive Oil „ .. .. „ | 52½ | 2,300 |
| Total .. .. .. .. .. | .. | £22,300 |

The chrome was laden for Smyrna chiefly by Greek vessels, the remainder by Ottoman. Three foreign vessels took in cargoes for the Black Sea. The rest of the shipments, except under flags specified, were made by small crafts under various colours.

Besides importations by similar craft, the running steamers brought from Constantinople 675 bales of manufactures, chiefly British. Their freights each way, including those of passengers, amounted to 12,000*l*.

The consumption of import goods in the Ghio market was as follows:—

| Articles Imported. | Value. |
|---|---|
| | £ |
| British Cotton Manufactures .. .. .. .. | 7,500 |
| Colonials; viz., Sugar, Coffee, and Rum, &c. .. | 4,700 |
| Total .. .. .. .. .. | £12,200 |

being an increase on the former of 50 per cent., and on the latter of 12 per cent. over 1861.

Of native products imported, there were sold 3,400 bags (about 420 tons) soap from Candia and Mytilene, value 17,200*l.*

In the gathering of olives, the chief local product, the deficiency almost approached a failure, the quantity being little over 500,000 okes, or 1,400,000 lbs., of the value of 7,000*l.* The vintage was better than in the previous year. The yield of silk cocoons, amounting to about 320,000 lbs. of fresh, and 35,300*l.* in value, fell short of the preceding. The Fishery Stations rendered but a middling return of 6,500*l.* to 7,000*l.* in value. By the Government monopoly of salt from the pits of Touzla, in the vicinity, the revenue was raised from 1,000*l.* to 3,500*l.*, at the price, fixed, of ½ piastre per oke=⅖*d.* per lb.; but private proprietors complained of not having received the compensation due to them.

### Trade and Commerce.

With all adverse circumstances, there was a decided improvement in the market here for imports, and the autumn movement much exceeded in activity and extent that of some years preceding. British cotton stuffs and yarns of the usual descriptions went off briskly for cash at an advance of 20 to 50 per cent., and, on some articles, more, being greater on white goods than coloured. The sales of continental manufactures, which alike advanced in price, continued at one-fourth to one-fifth as usual of the aggregate. There was also an increased consumption of sugar and coffee, the latter with a rise of 15 per cent. At the August Fair of Balukisser, sales were made of import articles and of British manfactures in chief, at satisfactory prices, half cash, half payable next fair, as become usual exports. By the returns from Ghio and Mundania, the shipments of silk (all filature) were, during the year,—

| | | Quantities. | Value. |
|---|---|---|---|
| | Bales. | lbs. | £ |
| From Ghio and Mundania | 1,126 | | |
| From Nicomedia .. .. | 580 | | |
| | 1,706 | =375,320 | 511,800 |
| Cocoons exported .. .. | 55,000 okes | = 38,000 | 45,000 |
| Total .. .. .. .. | | 413,320 | £556,800 |

which, save a trifle to allow for home consumption, represents the product of 1862, as the balance of cocoons left at the close of the year remaining to be reeled is about compensated by that at the commencement remaining from 1861. The yield was therefore very scant, and short of anticipations founded on the abundance of fresh cocoons brought to market, and the favourable accounts received from other chief places of production. But the final result there was disastrous, owing to sultry south winds, which destroyed the worms in swarms at the last moment for spinning the cocoons. There was otherwise a chequering of failures from the usual

disease generated by infected eggs used. But the gathering was most successful—often very copious—from the breeds which had finished their process before the sultry heats came on. For next season great precautions have been taken to provide sound eggs.

The prices of cocoons were, for fresh, 30 to 42 piastres per oke, lira 125, equal to 1*s.* 8*d.* to 2*s.* 2*d.* per lb.; dry, 90 to 100 piastres per oke, lira 100, equal to 5*s.* 10*d.* to 6*s.* 7*d.* per lb.; for filature silk, No. 11-12, 360 to 420 piastres per oke, lira 100, equal to 23*s.* 10*d.* to 27*s.* 9*d.* per lb.

Large contracts were made by an agent of houses at Lyons for silk to be wound off at 90 piastres per oke, equal to 6*s.* per lb. by filateurs to be supplied by him with the cocoons; but from their high cost relatively to the price of silk in the French market, the charge for reeling was afterwards reduced 22 per cent., which, with the fall in wages, still suited the reelers. With the fluctuations in the export markets, such of the filateurs as ship on their own account, with means to provide their stocks of cocoons opportunely, made moderate profits; the rest rather lost. Still, however, the number of filateurs continued on the increase, whilst some stopped from particular circumstances, and amounted to 92, with a power, including auxiliary apparatus, of 4,500 reels. The owners or renters, having to keep their hands in pay once they commence for the season, the pressure for cocoons, with the very deficient product, kept the prices above their proper level.

Wool was dear, and the clip short of the preceding—only 220 tons shipped from Panorma, costing 500 piastres per kintal, equal to 9*d.* per lb. Opium also reported of scant yield at Karrahissar, being 1,800 baskets, equal to 306,000 lbs, sold there at 13*s.* 7*d.* to 15*s.* 7*d.* per lb. Olives, forming a very important export in good seasons, suffered from the prolonged heats; so that the total gathering along the coast amounted to 3,000 tons, in contrast with 6,200 tons in 1861, which was also a year of considerable deficiency.

Local manufactures received some impulse from the Sultan's visit here with his Court, in the spring, when considerable purchases were made for the service of the Imperial household, particularly of gear used at the bath, and silk handkerchiefs. The stocks of these had to be replaced, in consequence, for ordinary sale by increased production. But that of Brussa silk and cotton dresses continues rather insignificant, from their having gone out of fashion, and, where such style of wear is retained, having the competition of cheap European imitations.

### Agriculture.

In this part of the District the crops were not so plentiful, from want of rain, as their growth advanced, and the same was affirmed as having prevailed in the interior of Anatolia. Supplies, however, came in here copiously in due course, from the direction of Konia, which kept the cost of wheat moderate at 38*s.* to 35*s.* per quarter for the best sorts, the lower rate predominating, with the rather unusually large stock for this of 60,000 bushels on hand at the close of the year. The potato crop was plentiful, and good sold at 20 to 25 paras ($\frac{1}{2}$ to $\frac{5}{8}$ piastre) per oke, or about $\frac{1}{2}d.$ per lb., but the seed has degenerated, though not from disease, in some of the best soils for the growth, and requires renewal. A regular demand for the supply of the capital needs to be established, to which the imperfect state of the roads to the coast is an obstacle, before this can be raised largely as a safe product. The natives of the country have yet, in general, no notion how to cook potatoes, nor take the trouble to learn, using them, when boiled, mostly as a salad. The vintage improved, there having been, on the whole, a considerable diminution of the oidium.

Grapes for making wine sold at 80 to 90 piastres, equal to 11*s.* 8*d.* to 13*s.* per load of 2½ cwt. The cost of good common white wine was 4*s.* 6*d.* per dozen, the best 20*s.*

Sorgo was not cultivated nearly so largely as given to be expected, nor did the speculation prove successful in the factory for converting the juice into a soft paste for food, as this had a burnt taste from the defective construction of the boilers. The culture of the product in that way, may suit some of the peasants, for home use, but not as of sure sale to any extent, nor has any company been formed as projected, either for the distillation of spirit from the cane, or making sugar from it, although, on chemical assay, found to contain a satisfactory quantum of saccharine matter; and there may be ground to assume that an enterprise in it, properly organised and conducted with adequate capital, would turn out profitable.

The breadth of sowing for the ensuing grain crops was rather contracted till late in the season, but, with favourable weather afterwards, progressed satisfactorily. Regulations framed by the Porte for the promotion of agriculture, particularly in cotton from proper seed, were received here, but not formally promulgated, which direct the formation of a local Board or Commission for the purpose, under the superintendence of an European farmer in the vicinity. He is also charged with the distribution of the cotton seed to be sent, and directing the culture, of which it would be premature to form any anticipations, or of the issue of the general scheme. Only, as no salary has been allotted to the Superintendent, he must, in case of undertaking the charge—to the interruption of his own farming occupations—look to some emoluments from the cultivators for travelling through the district and instructing them in their labours. Likewise the ploughs, with any other implements ordered when the Sultan was here, to be provided from the Government works at the capital, could not, as it was found, be made there, for want of ready moulds for the castings, unless at double the cost, or more, of bringing them from England.

The fine pods from the few cotton-plants from New Orleans seed that came to vigour here a few years ago, afford always a favourable sign of the fitness of the soil for the growth; and the supply of seed then received from the Manchester association might, if properly employed, have formed a nucleus for the diffusion of the culture around. Many now regret its having been neglected till it perished, and no Egyptian seed came forward last year to replace it, as directed by the Association to be sent from that quarter. Otherwise the long, dry, warm season for maturing the crop, with the unprecedented high prices for cash, might have afforded most liberal remuneration and encouragement for the future. Application made for some American seed from Smyrna proved unsuccessful, or even to be of that origin from local growth; and a resident near to Aidin replied that the seed was black from the cotton in the pods being damp, which made it foul; so that the growers, being discouraged, intended to revert to the indigenous species. The Smyrna climate, being much warmer than this, such untoward circumstance, if correctly stated, is not easily accounted for, unless by the seed having been thrown into the ground broadcast, which, leaving the plants thick set, might choke their growth and prevent the pods fully ripening; for the American plant, being tall and branching, with several rows of pods, requires space and air for their development, different from the diminutive plant and pod of the country. Therefore, as I formerly observed, to obtain good cotton from Anatolia, the mission and distribution of the right seed will not suffice, and some control is also needful to see that it is properly employed, and the whole process of culture and preparing the article for market properly attended to.

There can be no doubt but our new Commercial Treaty will greatly tend to increase the production of all exports from this country by the gradual reduction of the duties on them, though its action be not at once perceptible, from the low rates in general at which the tariff for the former 12 per centage was framed, but heavy where enforced *ad valorem*.

### Currency.

On the final withdrawal of caïmé, the circulation was in common established here on the basis of 100 piastres to the gold medjidié, and relatively for its subdivisions, making the par of exchange 110 piastres to the pound sterling, and all transactions have adjusted themselves to this standard accordingly. Two months were allotted for the liquidation of engagements in the previous irregular piastre money, and some allowance made by the authorities according to circumstances, in enforcing payment of those which remained pending. The change brought out the old debased beshliks in considerable quantity, coming from the capital and interior, on which the depreciation has been slight, in exchange for medjidié coin, but which they have materially displaced. From being receivable as legal tender in payment of taxes, those beshliks are upheld against their natural tendency to sink to the level of their low intrinsic value, and their recall is necessary to render the monetary reform complete. The country here is besides inundated with copper money, not given as mere change, but paid away as coin to very inconvenient amount. Withal, the same scarcity of circulating medium, and enormous rates of usury have continued, from which there is no perceptible prospect of relief but by a sound proper issue, with a branch bank for its diffusion. In order that such establishment should make advances with safety to land owners in the provinces, a change in the law of tenures would be necessary—a vast portion of them being vakouf, or mosque, and other sacred appendages, which cannot be sold without being transferred by the private owners by title deeds. The expediency of their conversion, and to the great advantage of the Treasury, into mulk or freehold, was made a subject of inquiry by Her Majesty's Finance Commissioners. As the administration of the vakouf revenues had already been taken from the Ulema by the Sovereign, it may be dependent on the will of the Sultan to exercise his prerogative so as to leave the change in those tenures at the option of the proprietors.

### Miscellaneous Statistics.

No additional taxes were imposed; but the same assessments as enforced some years ago in this city, extended to some other parts of the District by the Commission in activity for that purpose. House rents continued here below the previous wonted level, and real property under great depreciation when exposed for sale. The wages of the working classes were 5 to 6 piastres, equal to 11*d.* to 1*s.* 1*d.* for day-labourers, and in trades from 7 to 14 piastres, or 1*s.* 3*d.* to 2*s.* 7*d.* a day, according to skill and nature of the work. The silk-factory girls received at the rate of 10*d.* to 1*s.* 5*d.*, and Superintendents 1*s.* 6*d.* to 1*s.* 9*d.* during the long days, which was afterwards reduced to 8*d.* to 9*d.* for the former class, and 1*s.* 6*d.* for the other. Agricultural labourers were paid at the rate of 4 to 5 piastres, equal to 8*d.* to 10*d.* a-day, and those engaged for the year, from 170 to 200 piastres per month without maintenance—the highest rate for good ploughmen. Women, as weeders, received 2 to 3 piastres, or 4*d.* to 6*d.* a-day.

Prices of provisions were—

| | Prs. | Prs. | | d. | d. |
|---|---|---|---|---|---|
| Good and Fine Flour .. .. | 1¾ to | 2¾ per oke | = | 1½ to | 2¼ per lb. |
| Mutton .. .. .. .. | 3½ | 4½ „ | = | 2¾ | 3½ „ |
| Beef .. .. .. .. | 2¼ | 2½ „ | = | 1¾ | 2 „ |
| Fowls .. .. .. .. | 4 | 5 each | = | 9 | 11 each |
| Butter .. .. .. .. | 11 | 18 per oke | = | 9 | 14 per lb. |
| Olive Oil .. .. .. | 7 | 8 „ | = | 10 | 11¼ per quart. |
| Milk .. .. .. .. | 3 | .. | = | 4 | „ |
| Eggs .. .. .. .. | $\frac{6}{40}$ | ⅛ each | = | 4 | 8 per dozen |

## General Remarks.

No progress to notice has been made in education nor in public works. Only the construction of a large wooden steam-frigate long on the stocks at Ghio, was greatly advanced at the express command of the Sultan, so as to be ready for launching, it is expected, in course of this spring. Again, the continuation of the Ghio road was postponed; but a Decree issued for its execution this year, at the charge of the District population, each male Ottoman subject to contribute three to four days' labour, or the equivalent in money; which combined, the engineer calculated, will, if efficiently carried out, defray the cost of cattle, implements, and materials, and enable the road to be finished in course of the year. Afterwards, other roads, it is ordered, are to be undertaken on the same principle from hence to Mundania, and to the towns adjoining the Lake of Appolonia. Those plans, if accomplished, on which all depends, would make a vast improvement in the country.

Brussa, March 11, 1863.

## CYPRUS.

*Report, General and Statistical, by Mr. Vice-Consul White.*

Cyprus is the third in extent of the Islands of the Mediterranean, Sardinia and Sicily alone being greater than it. Its area is 1,000 square miles larger than that of the Island of Crete, and 800 square miles larger than the area of Corsica. It occupies a central position between Asia Minor, Syria, and Egypt. Its northern shore is separated from the coast of Caramania by a space of only 55 miles; an equal space separates the N.N.E. point of the Island from the coast of Syria. The Damietta mouth of the Nile lies about 220 miles to the south, and the Island of Crete about 330 miles to the west of Cyprus.

The extreme length of the Island from east to west is 140 miles; its breadth from north to south 55 miles; its average breadth about 30 miles. The area of the Island is 4,200 square miles.

The population of Cyprus is at present about 200,000, of which about two-thirds are Christian and one-third Mussulman. The former, with the exception of a small number of Maronites, occupying villages near Cape Kormakiti, and a very few Armenians residing at Nicosia, are members of the Orthodox Greek Church. In ancient times the population of Cyprus is said to have been 2,000,000, and this number does not seem to be exaggerated. At the time of the Turkish Conquest it was about 400,000; in the time of the Lusignans it was probably much greater. Under Turkish rule it went on decreasing. Mariti, writing in 1791, states it to be at that time only 40,000; Sonnini, ten years later, estimates it at 60,000; Clarke places it at the same number in his time. In 1840 the population numbered only 100,000 souls; between that year and the present it has about doubled itself. Various causes may be assigned for this sudden and rapid increase. The most evident are the disappearance of the plague, which was always a cause of great mortality in Cyprus; the introduction of vaccine, and consequent comparative freedom from small pox; and the juster and more equitable system of government which has replaced the rapacious and arbitrary system pursued previous to this period.

The mountain system of the Island consists of three parts. A continuous chain (whose highest points are Kantara, 2,040 feet above the sea, Pentadaktylon 2,480 feet, Buffavento 3,340 feet, Mount Elias 2,810 feet, and St. Hilarion 3,340 feet) extends for a distance of about 100 miles along the northern shore, from Cape Andrea, its north-eastern extremity, to Cape Kormakiti, on the north-west, where the Bay of Morphon intervenes, and separates it from a second range, which occupies all the north-western and western portion of the Island, and, trending southward, terminates at Stavrovouni, or the Mountain of the Cross, between Capes Carrubiere and Kiti. A third and loftier series of mountains, the most conspicuous of which are Kikko, Troodos (ancient Mount Olympus), Adelphé, and Makheira, diverges from the second range near its commencement, and, traversing the Island in a direction from N.N.W. to S.S.E., rejoins it at Stavrovouni. Troodos, which is the most elevated mountain in Cyprus, attains a height of 6,590 feet, Adelphé 5,380 feet, and Makheira 4,730 feet. From Troodos and Adelphé branches or offsets run southwards, and join the second range, and the ramifications of Makheira run into, and become united with, the south-western termination of the same. From Stavrovouni a succession of low hills run eastward to Cape Grego.

At the base of the Troodos and Kikko mountains there commences a

succession of rich and fertile plains, which, stretching eastward, occupy nearly the whole of the interior of the Island. These are the Plain of Morphon, that of Nicosia, and the great plain, called the Messavria, which extends from Nicosia to the Bay of Famagusta. Though bearing different names, they, in fact, form one vast plain, broken here and there by low hills. The formation is of a chalky, calcareous description, the soil is formed of a marly clay, singularly devoid of stones, and rich and fruitful in its nature.

The rivers of Cyprus are mostly mere mountain torrents, whose beds are dry in summer: none of them are navigable. The largest is the Pedias (ancient Pedæns), which takes its source in Mount Troodos, and, after watering the Plain of Nicosia and the Messavria, falls into the sea near the ruins of ancient Salamis, to the north of Famagusta. Its bed is very narrow, and after heavy rains the water overflows its banks, inundating the lands near it, and sweeping away everything before it. Next in importance is the Yalias, which apparently derives its name from ancient Idalium, now Dali, through which it flows, and whose soil it enriches by its fertilising waters. It has its source in Makheira, and, after traversing Dali, it subsequently joins its waters to the Pidias. Both these rivers are nearly dried up in the summer months. Besides these there are smaller torrents, of which the more important are the Pentaskinos and the Basilopotamus, which flow southward from Makheira to the coast; and the Klarios, which flows from Troodos, northward, to the Bay of Morphon. These torrents, which in summer exhibit only dry and stony beds, after the spring and winter rains rush with violence down the sides of the mountains, carrying with them, and depositing on the plains, which they inundate below, a rich alluvial earth, which fattens the soil, and to which much of its fertility is due.

*Nicosia.*—In the midst of the plain which bears its name, and nearly in the centre of the Island, is the town of Nicosia, called also Lefcosia, which, from the time of the Lusignans, has been the capital of Cyprus. It is a walled city, and presents a very picturesque appearance from the exterior; containing within its walls an assemblage of gardens, amidst which churches, mosques, and minarets are seen alternately with palm, orange, and lemon trees; it contrasts agreeably with the flat and treeless country around it.

The walls of Nicosia were constructed by the Venetians in 1567, about four years before its capture by the Turks. For greater facility of defence they destroyed a considerable part of the suburbs, reducing the circuit of the town from nine to three miles. Its population is about 16,000, the majority of which are Mussulmans. The houses are mostly mud-built, but some of them commodious and good; the gardens attached to them give them a pleasant and cheerful aspect from within. The streets are wider than is usual in Eastern towns, but, being unpaved, are dusty in summer and muddy in winter. The principal bazaars are well constructed; nearly the whole of them have been built since 1856, the old bazaars having been destroyed by a fire which occurred in that year. The church of St. Sophia, now a mosque, is a large and fine structure of the Gothic style of architecture; two minarets have been added to it by the Turks. Other ancient Christian churches have been similarly converted into mosques: that of St. Catharine is remarkable for its beauty. The palace of the Venetian Governors retains its ancient character, still serving as the residence of the Pashas. The arms of the Venetian Republic are yet visible over its chief entrance. The walls of the town are, till now, armed with old Venetian cannon, which, however, are valuable only on account of their antiquity, and the materials of which they are made, being of bronze. The walls are useless for protection, the

town being commanded by neighbouring heights. Nicosia is abundantly supplied with water, two streams flowing through it from sources outside the walls.

*Famagûsta.*—Famagûsta is a strongly-fortified seaport town on the eastern shore of the Island, five miles south of the ruins of Salamis, and forty miles distant from Nicosia. The town itself is in a state of almost utter ruin. The inhabitants at present do not exceed 300 souls, all of whom are Mussulmans. Under the Venetian rule it was one of the most populous towns in the Levant. Numerous ruined houses and churches testify to its former wealth and greatness. The cathedral, built in the Gothic style is remarkably fine, and must have been even superior to that of Nicosia. The fortifications which surround the city are of great solidity and strength; they cover a circuit of about two miles, and, though now dismantled, are still in a good state of preservation. Beneath the ramparts on the land side a broad moat, cut out of the rock, rendered the place almost impregnable. The port is available only for ships of small burden, being choked up and encumbered with sand and stones, and its entrance is very narrow. It might, however, without difficulty, be cleared and restored to its former state; it would then form a safe and convenient harbour, and, by reconstructing the ancient moles, protection and shelter might be afforded outside to a large number of vessels. It cannot be doubted that, should Cyprus ever fall into the hands of any European Power, Famagûsta would once more become a place of great importance. Its great strength and sheltered harbour would not fail to be turned to good account. The air, however, is very insalubrious, owing to the vicinity of marshes, and to the decay and ruin into which it has been permitted to fall. Outside of the town, and a little to the south of it, are the two villages of Varoscia (Upper and Lower), with a population of about 2,000 souls, chiefly Christians, who are not permitted to reside in Famagûsta itself.

*Larnaca.*—Larnaca is situated on the south coast of the Island, at the bottom of the bay formed by Capes Kiti and Pyla, 24 miles distant from Nicosia. It occupies the site of ancient Citium, and consists of two towns, Upper and Lower, whose united population is about 10,000, principally Christians. The upper town is becoming depopulated in proportion to the increase of the lower. The upper town is distant about half a mile from the sea; it contains a fine Latin church and convent, and three Greek churches. Its houses are chiefly mud-built; many of them have spacious gardens attached to them.

The Marina, or lower town, which is by the sea shore, has a fine old church dedicated to St. Lazarus, belonging to the Greeks, one or two mosques, a bath, and an insignificant castle, built by the Turks in 1625. Between the Marina and Larnaca is a large establishment belonging to the Sisters of Charity, containing a chapel, school, and dispensary. Larnaca is the principal seat of commerce in Cyprus, and the residence of the European merchants and consuls. It has regular steam communication, by the Austrian Lloyd's steamers, with Trieste, Constantinople, Smyrna, Syria, and Alexandria; it has also communication, by means of French steamers, with Marseilles, and also occasionally, by English steamers, with Liverpool. It is the principal place of exportation for wool, cotton, and madder-roots, and almost monopolises the import trade of the Island. It does not possess a harbour, but the bay affords excellent anchorage in deep water, at a short distance from the shore. The climate of Larnaca is unhealthy in the summer months, intermittent fevers being then very prevalent: marshes in the immediate neighbourhood, and the salt lagoons hard by, sufficiently account for its insalubrity. The heat in summer is very great, and, were it not for the sea breezes, would be

intolerable. The country about Larnaca is arid and uninteresting, and the eye is oppressed by the constant sight of a white calcareous soil, which is unrelieved by trees or any kind of verdure.

*Limassol.*—Limassol is, after Larnaca, the most important commercial town of Cyprus. It is situated between Capes Moni and Gatta, about three miles to the west of ancient Amathus, and about fifty miles distant from Larnaca. The population is about 5,000; the town is clean, and the houses well built. Its roadstead is not so well sheltered as Larnaca; the anchorage, however, is good. Limassol is the seat of an active trade in wine, and spirits, and carobs, the two former of which it exports largely to Egypt, and the latter to Russia and Trieste. The climate of Limassol, though far from salubrious, is less unhealthy than Larnaca; the country about it is also better wooded and more picturesque.

*Baffo.*—Baffo, the site of Nea-Paphos, is situated at the bottom of an open and unsheltered bay. It is a ruined town, inhabited by scarcely 100 souls. The port, which is commanded by a castle, is small and shallow. About one mile to the north of the old town is the large village of Ktema, with a population of about 1,500 souls: it forms a sort of suburb to Baffo, and has gradually attracted to itself all its population. The trade of Baffo consists chiefly in the export of grain, silk, and tobacco. The country in this part of Cyprus is very picturesque, and it shares with Kerinea the character of being the most agreeable residence in the Island. The climate of Baffo itself, however, is not healthy; besides the ordinary intermittent fevers, pernicious fevers not unfrequently prevail there. About nine miles to the south-east of Baffo is the village of Kuklia, the site of Palœa, or old Baffos.

*Kerinea.*—Kerinea, site of the ancient town of that name, is situated on the northern shore of the Island, at the foot of the mountains, about fourteen miles distant from Nicosia. It is now a very small place, with a population of about 800 souls. It possesses a small port, the usual landing place for vessels trading with the opposite coast of Caramania. Adjoining the port is a strong, square castle of considerable size and antiquity: it contains a number of old and useless brass cannons of Venetian workmanship. The outskirts of the town are full of ancient tombs, and, in whatever direction excavations are made, fragments of columns and other remains of antiquity are discovered. The country around Kerenia is exceedingly beautiful and very productive.

*Towns and Villages.*—Besides the capital and the above-mentioned towns on the coast, Cyprus possesses other towns, or rather large villages, some of which form the *chefs lieux* of districts. The whole number of towns and villages in the Island is 605, of which 118 are Mussulman, 248 Christian, and 239 mixed

*Climate.*—The climate of Cyprus varies in different localities. In the central plains and about Larnaca the heat in summer is excessive; the winters, however, are mild, and snow is of rare occurrence. In the northern part of the Island the cold is much more severe. The winds coming from the snow-covered mountains of Asia Minor produce piercing colds in winter, but the same cause renders the summers temperate. The mean maximum heat in the open air in Larnaca is 88° Fahrenheit, and the average minimum 54°. In Nicosia and the plains the winters are colder, but the summers hotter than in Larnaca, though the summer nights are cooler. The heat is still more considerable at Famagûsta, owing to the sandy soil of that place. The snow lies during the winter months upon Troodos and the northern range of mountains; but even on the peaks of Troodos it melts away before June. Rain is almost unknown in summer, from May till October: the first rains generally fall during the latter month, and occur at intervals till the end of December, which is generally a wet

month. January and February are comparatively dry, but rains are frequent during March and part of April. The prevailing winds are westerly and south-westerly. The northerly winds are in summer hot and parching, and have an injurious and withering effect upon vegetation: fortunately they are of rare occurrence. The northern side of the Island is considered healthy, and the region of Troodos equally so; but the plains, and the country about Famagûsta, Larnaca, and Limassol, and the town of Baffo, are unhealthy, the stagnant waters and lagunes about Famagûsta, Larnaca, and Limassol rendering the adjacent country unhealthy, and giving rise to intermittent fevers.

Cyprus was in olden times, perhaps, more famous for its mineral than for any other of its productions. The copper mines were especially rich, and the quality of the copper which they yielded, the "æs cyprium," was considered superior to any other. Mines of the more precious minerals, gold and silver, were said to exist, and even to have been worked in antiquity, although at the present time their existence is unknown, and no mines of any description are worked. The mineral wealth of the Island is, however, a subject well worthy the attention of the Government, and it is to be lamented that no enquiry should have been made as to their state. The copper mines, formerly so celebrated, can hardly be supposed to have been exhausted. Asbestos, or amianthus, of a superior quality is found in the country between Limassol and Baffon: it is very white and silky, and the fibre is very delicate. Copperas, or blue vitriol, was an article of exportation during the seventeenth century. Talc is very common in the Island, especially about Larnaca; a kind of rock-crystal, called the Cyprus diamond, is found near Baffon; umber is also found in great quantities, and is exported to England, America, and Leghorn.

If the mineral wealth of Cyprus is at present neglected, such is not the case with its salt lakes, from which much and increased profit is derived. There are two lagunes from which the salt is obtained in Cyprus—one near Limassol, and the other near Larnaca. The salt yielded by the former is the whitest, but that of the latter the most pungent. Salt was an important source of revenue in the times of the Lusignan princes. The Venetians still later are said to have charged annually 70 large vessels with salt. The Turkish Government, till within the present year, has been accustomed to farm out the salt lakes for sums varying from 200,000 piastres to 300,000 piastres per annum—that is, from 1,800*l.* to 2,700*l.*; but this system has now been abandoned, and it has been found that the quantity of salt yielded this year is 20,000 arabas of 1,000 okes, or $1\frac{1}{4}$ tons each; allowing 20 per cent. for loss, this represents 20,000 tons of salt, which, at 500 piastres the araba, the price at which it is sold by Government, gives 8,000,000 piastres, or 72,700*l.*; this quantity, however, cannot always be sold in one year. The salt is heaped up in large mounds by the side of the lakes, and the produce of the former year must be sold before that of the new year can be touched.

The pine is almost the only tree useful for construction that grows in any quantity in Cyprus. Extensive pine-forests exist in the higher mountains, especially in Troodos; some of the trees are of considerable size, but there are no roads by which large timber may be transported to the shore. The forests are wantonly thinned by the peasants, who frequently fire them. There is no kind of provision for the preservation of the forests, a circumstance which is very much to be regretted, owing to the great scarcity of trees generally in the island. Cyprus is known to have been well wooded in ancient times, when it was probably more healthy and more productive than at present. The want of trees is very much felt, and the dryness and aridity of the soil is doubtless owing to

the great lack of trees, whose presence would be invaluable as a means of attracting rains to the earth.

It has been calculated that not more than 160,000 acres of land are annually placed under cultivation. This represents only one seventeenth part of the island; but as land is left to lie fallow every alternate year, we may consider that the quantity of land under cultivation is 300,000 acres, or between one eighth and one ninth of the island. The greater part of the cultivated land is held by peasants, or small proprietors; there are, however, exceptions, and we find sometimes as many as 3,000 echelles, or upwards of 2,000 acres held by single proprietors. Land in general is cheap, but its price varies according to its adaptation for certain crops, its means of irrigation, and its greater or less distance from any town or village. In the Messaoria land averages at from 2*l.* to 3*l.* 10*s.* the acre. Good cotton land in a favourable position is worth about 9*l.* the acre; but madder-root land at Famagûsta commands a very high price, as much as 90*l.* per acre having been paid for it.

The chief products are wheat, barley, sesame, vetches, cotton, silk, madder-roots, wine, olives, raisins, carrots, tobacco, and colocynth. The wheat of Cyprus is hard and small-grained. That grown in the district of Baffo is considered the best. The sowing season for wheat commences in October, and the sowing is continued, as the weather permits, until the beginning of January. The harvest commences at the end of May or beginning of June. The average yearly produce of wheat is about 80,000 quarters; last year's harvest was unusually good; it is supposed to have yielded as much as 120,000 quarters.

The barley of Cyprus is of a good description, and superior to the ordinary Egyptian barley; it is sown during September, and the two following months, and is reaped at the close of April and beginning of May, thus preceding the wheat harvest by about six weeks. The average yearly produce of barley is 120,000 quarters. The harvest of the past year, which, as stated above, was very abundant, yielded 180,000 quarters. The average yearly value of wheat and barley exported, from 1857 to 1860, was 33,000*l.*

The cotton of Cyprus is of an inferior quality; it is of the short-stapled variety; American cotton-seed has, however, latterly been introduced, and its cultivation has proved very successful, and its merits are becoming thoroughly appreciated by the growers. We may therefore look forward to seeing it largely introduced, and gradually supplanting the native cotton. The quantity of cotton produced is very small, considering the great capabilities which the island possesses for the culture of this important plant. It was anticipated that last year's produce would be as much as 10,000 bales; but owing to the injury sustained by the plants, which were withered by the north winds, the harvest has in reality fallen short of 7,000 bales, or 1,820,000 lbs. This is perhaps only a twentieth part of the quantity of cotton which the island is capable of producing. Under Venetian rule, Cyprus, according to Mariti, exported annually as much as 30,000 bales, or 6,600,000 lbs. of cotton. The greater part of that now exported goes to France, by Marseilles.

The best time for sowing cotton is in the month of May; of late years, however, the sowing has been always deferred till the end of June, and even till July, to avoid the ravages of the locusts; much loss is caused by deferring the sowing till so late. The ground in May is still soft, and better fitted for the reception of the seed than in June or July, when it has already become hard and dry. The cotton, too, which is sown early, arrives at maturity, and is fit for picking, before the October rains, which are injurious to it. It likewise arrives at a more perfect state of maturity than that planted later, the autumnal heat not being sufficiently great to

open the pods, and to impart to the cotton the white, soft, and silky appearance which it acquires from exposure to a greater degree of heat.

Madder-roots are a very important and an increasing produce of Cyprus. The plain of Morphon, the village of Aghia Irene, and Famagusta, are the localities where it is produced in the largest quantities, though it is cultivated also in one or two other places. Its culture requires the greatest care, but the profit is very great. It is planted in November, January, and February, and the roots are gathered in June and in December. That picked in December is the best. The madder-roots produced at Irene are the finest, and have the richest colour; those of Morphon are next esteemed, and afterwards those of Famagusta. At Morphon and Irene the roots are in their greatest perfection three years after planting, and it is then that they should be picked. At Famagusta they are best fit for picking eighteen months after planting; but in order to obtain more rapid profits, they are always picked at Morphon and Irene two years, and at Famagusta one year after planting. Although the madder-roots produced at Famagusta are inferior to those produced at Aghia, Irene, and Morphon, yet the price of madder lands at Famagusta is five times greater than at the latter places; this is owing partly to the more convenient position, and the larger population of the district of Famagusta, and partly to the greater profit obtained by the earlier growth of the root.

The best silk is produced in the district of Baffo; it is also produced at Varoscia, near Famagusta, in the district of Carpas, at Cythræa, north-east of Nicosia, and at Maratassa, in the Troodos region. The silk of Baffo is chiefly yellow; that of Varoschia and Carpas, white. The cocoons of Maratassa are remarkable for their beauty, and the brilliancy of their colour.

The quantity of silk produced in Cyprus averaged about 56,000 lbs., one half of which is raised in the district of Baffo; but within the last two or three years there has been a falling off in this produce. About a tenth of it is consumed in native manufactures. The greater part of that exported goes to France.

The wines of Cyprus form one of its principal articles of export; they are of two kinds, the ordinary black wine, which is coarse and heady, with a strong taste and smell of tar, which it acquires from the jars in which it is kept, and the skins in which it is transported, which are always coated inside with tar, to preserve them from leaking.

The tarry taste of the wine is highly disagreeable, though the people of the country are very partial to it, and consider it wholesome. This wine is largely exported to Egypt, Syria, and Trieste. The other kind of wine, and that best known in Europe, is the Commanderia, which derived its name from a commandery formerly possessed by the Knights Templars at Colossi, near Limassol. It is a sweet malmsey wine, but strong and heady. When free from the taste of tar it is rather agreeable. It keeps remarkably well, and improves with age. When new it is of a dark colour, like a brown sherry; after it has been kept two or three years it becomes much paler, but with age it again becomes dark coloured, the very old commandery being almost black.

Large quantities of it are annually sent to Trieste and Constantinople, and some of the older and better qualities are shipped to France and Italy. It does not appear to suit the English taste, for it is never exported thither for the trade, and seldom purchased by travellers. M. Fourcade, a former French consul, in a report made in 1844 to the French Government, states that an area of 8,000 hectares, or a little less than 20,000 acres, is occupied by vineyards, which produce annually about 140,000 hectolitres, or upwards of 3,000,000 gallons of wine. At the present time,

however, it is calculated that little more than half this quantity is produced; this decrease is owing partly to the oidium, or disease of the grape, which has prevailed more or less for the last eleven years, but chiefly to an internal duty of 10 per cent., over and above the tithe and export duties, which has been lately imposed upon wines; on this account, and owing to the harassing manner in which it is collected, the peasants have preferred selling their grapes, or making them into raisins, rather than by making wine to be subject to the payment of this tax.

The sale of carobs, or locust beans, was till within thirty-six years a Government monopoly. Since it has been abolished the cultivation of the carob-tree has been greatly increased; wild trees have been grafted, and new plantations are everywhere springing up. In 1852 27,000 cwt. of locust-beans were exported. The exportation in 1862 was 180,000 cwt., value about 27,000*l*. It is exported principally to Trieste, and to the Russian ports in the Black Sea. The tree grows wild throughout the island, but it is more particularly abundant in the districts of Limassol and Kerinea. The finest trees are found at Lefcara. It has been observed that the plantations at a distance from the sea are more productive than those in immediate vicinity to the coast.

Olives are one of the chief of the indigenous trees of Cyprus. They are constantly found in company with the carob-trees at the base of the mountains skirting the plains, and forming a line of demarcation between the uncultivated mountain sides and the cultivated lands. Vast quantities of olive-trees are scattered over the country, especially in the district of Baffo, in a wild state, and consequently unproductive. These trees merely require grafting to render them fruitful, and capable of yielding great quantities of oil for commerce, yet, in spite of the profusion in which the tree is found, it is frequently necessary to import oil into Cyprus for local consumption.

The fruit-trees of Cyprus, as might be expected from its geographical position, are mostly those peculiar to southern countries. The palm-tree abounds in Nicosia and Lefca; it is found in smaller numbers in Larnaca and Limassol. Its presence in the villages generally indicates Turkish inhabitants, the Mussulmans being much attached to this tree. The dates which it bears are much inferior to those of Egypt, and never attain to the same degree of maturity. Orange, citron, lemon, and cedrat-trees are largely cultivated in the gardens throughout Cyprus, though not in sufficient quantities to permit of exportation; indeed, oranges are occasionally imported into Cyprus from Tripoli and Jaffa. Pomegranates are very abundant; a certain quantity is annually exported to Alexandria. The island produces two kinds of apricots, one small, and of a very poor quality, which is considered unwholesome; the other kind, called the caisha, is of the sweet-kernelled variety, and very luscious; great quantities of it are eaten without inconvenience. The fig-tree is very common. The prickly pear lines the edges along the road sides, and by the gardens. A small description of cherry is found in one part of the island, and sold in the markets of Nicosia and Larnaca. Apples and pears are raised in very small quantities, but the quality of both these fruits is very inferior. Walnut and almond-trees are rare, but they are found here and there in the island. Peaches are not uncommon, but they are hard, and only fit for cooking. Grapes are very abundant, and of excellent quality. Melons and water-melons are produced in considerable quantities; the ordinary melons have little of the aroma of the melon, but resembles more the cucumber in flavour; there is, however, another description, called tumbûræ, which is sweet and well-flavoured. The water-melons are smaller than those of Jaffa, and by no means equal to them in taste.

Cyprus is very well supplied with vegetables, the principal of which

are potatoes, pumpkins, cucumbers, lettuces, tomatoes, the aubergine, or black egg-plant, cabbages, cauliflower, spinach, celery, broad-beans, French-beans, lentils, onions, the "hibiscus esculentus," and the colocassia.

The manufactures of Cyprus are inconsiderable. Formerly a great trade was carried on in native calicoes printed at Nicosia, for divan and quilt covers, which were exported to various parts of the Levant. This industry has, however, greatly fallen off of late. About fifteen years since there were as many as forty or fifty establishments for printing calicoes, at present there are but five or six. Some very pretty light silk stuffs are manufactured at Nicosia for dresses, scarfs, shirts, mosquito-nets, and pocket-handkerchiefs; the latter are very good, and equal to any made in France. The gold and silk embroidery of Nicosia is greatly admired. Tanning is carried on to some extent; fine blue, yellow, and red leather is made for Turkish shoes and slippers; some quantity of it is exported to Alexandria. Three soap factories have also lately been opened at Larnaca.

Some idea of the trade of Cyprus may be gathered from the following Table, showing the quantity and the value of the articles exported and imported at the ports of Larnaca and Limassol, during the present year:—

| Articles Exported. | Quantities. | Value. |
|---|---|---|
| | | £ |
| Wheat .. .. .. qrs. | 9,800 | 12,282 |
| Barley .. .. .. „ | 28,075 | 15,280 |
| Carobs .. .. .. tons | 9,000 | 27,210 |
| Madder-roots .. .. cwt. | 3,430 | 4,670 |
| Cotton .. .. .. lbs. | 504,000 | 18,367 |
| Wool .. .. .. cwt. | 2,500 | 4,762 |
| Silk .. .. .. lbs. | 26,600 | 12,925 |
| Silk-worm Seed and Cocoons .. | .. | 5,332 |
| Linseed .. .. .. cwt. | 2,400 | 1,470 |
| Sesame .. .. .. „ | 2,100 | 1,714 |
| Common Wine .. .. galls | 606,500 | 25,274 |
| Commanderia Wine .. „ | 101,300 | 6,000 |
| Raki .. .. .. „ | 117,133 | 11,156 |
| Salt .. .. .. tons | 5,000 | 17,000 |
| Skins and Hides.. .. .. | .. | 1,735 |
| Live Stock .. .. .. | .. | 6,400 |
| Flax .. .. .. cwt. | 2,500 | 1,360 |
| Raisins .. .. .. „ | 1,280 | 770 |
| Sundries .. .. .. .. | .. | 14,430 |
| Total .. .. .. | .. | £188,137 |

| Articles Imported. | | Quantities. | Value. |
|---|---|---|---|
| | | | £ |
| Cotton Manufactures | packages | 1,408 | 28,735 |
| Woollen Stuff for Gregos | bales | 188 | 2,557 |
| Hardware .. .. | cases | 238 | 1,620 |
| Glassware .. .. | ,, | 106 | 540 |
| Soap .. .. .. | cwt. | 2,139 | 4,655 |
| Olive Oil.. .. .. | ,, | 4,300 | 9,945 |
| Tobacco .. .. .. | ,, | 1,000 | 4,353 |
| Rice .. .. .. | ,, | 3,125 | 2,552 |
| Sugar .. .. .. | ,, | 2,785 | 5,495 |
| Coffee .. .. .. | ,, | 855 | 3,490 |
| Leather .. .. .. | .. | .. | 12,775 |
| Iron .. .. .. | cwt. | 2,945 | 2,405 |
| Copper Vessels .. .. | ,, | 125 | 850 |
| Butter .. .. .. | ,, | 562 | 2,755 |
| Salt Fish .. .. .. | .. | .. | 1,255 |
| Coals .. .. .. | tons | 180 | 331 |
| Pulse .. .. .. | .. | .. | 782 |
| Wheat .. .. .. | cwt. | 2,625 | 3,570 |
| Sundries .. .. .. | .. | .. | 11,340 |
| Total .. .. .. | | .. | £100,005 |

The internal means of transport are, as is generally the case in Turkey, very deficient; although Cyprus may perhaps in this respect be considered superior to what Syria was before the opening of the Beyrout and Damascus road. There are very fair mule and camel roads connecting Nicosia with the chief places in the interior, as well as with Larnaca, Famagusta, and Kerenia on the coast; equally good roads connect Larnaca with Limassol and Famagusta. Most of these roads might, at a trifling expense, be converted into carriage-roads, and some of them are even now traversed by the rude ox-carts of the country. The level character of a considerable portion of the interior offers great facilities for the construction of good roads, and it is rather to this fact than to a greater amount of pains bestowed upon them that we must attribute the superiority of the roads of Cyprus to those of Syria. In the more mountainous parts of the country the roads are rough and difficult. Bridges, too, are wanting in many parts of the island, where they are much needed; and in winter, when the torrents are swollen, fatal accidents sometimes occur—the absence of bridges compelling the traveller to attempt to wade across the streams, in ignorance of their depth and the force of the current. It was proposed during the past year by the Governor of the island to form a local company for the construction of a carriage-road between Nicosia and Larnaca. There was every prospect of the speculation proving remunerative; but, partly owing to the little interest taken by the public in works of general utility, and partly to the recal of the Pasha to Constantinople, no steps were taken for the realisation of the project.

Cyprus is governed by a "Mutesurrif," who is sent from Constantinople, and has generally the rank of a Pasha. It is subdivided into sixteen cazas or districts: these are Chrysocu, Baffou, Kuklia, Avdimono, Kilani, Episcopi, Limassol, Larnaca, Messaoria, Famagusta, Carpas, Kythræa, Orini, Morphon, Lefca, and Kerinea. They are administered by mudirs, who are generally appointed by the Mutesurrif, from whom they depend. The central mejliss for the island is at Nicosia: it is presided over by the Mutesurrif. The mufti, mal-mudiri, or finance officer, the archbishop, the evcaff-mudiri, and the cadi, are *ex-officio* members of it. Besides these there are three Turkish and two Christian members,

called "Khoja bashis." Each caza has its district mejlis, under the presidence of the mudir; and each village has its "agha" or "mukhtar," according as it is Mussulman or Christian, and both if it be a mixed village. The mejlis of Tidjaret, or commercial tribunal, sits at Larnaca. It has six Turkish and six European members; of the Turkish members, three are Mussulmans and three Christians.

Without being able to obtain from official sources an exact statement of the sums received from the different branches of the revenue, it is not difficult to form a tolerably accurate estimate thereof. The following Table, drawn up from data which I have every reason to believe correct, represents the revenue at present drawn from the island :—

| | Piastres. |
|---|---|
| Direct Contributions .. .. .. .. | 3,300,000 |
| Tithe of Agricultural Produce .. .. | 5,000,000 |
| Customs and Silk-tithes .. .. .. | 2,600,000 |
| Salt Lakes .. .. .. .. | 8,000,000 |
| Exemption from Military Service .. | 750,000 |
| Ten per cent. Internal Duty on Wines .. | 700,000 |
| Duty upon Transfer of Property .. .. | 300,000 |
| Goat and Sheep Tax .. .. .. | 600,000 |
| Stamp-paper .. .. .. .. | 60,000 |
| Monopoly of Weighing and Measuring .. | 200,000 |
| Total .. .. | 21,510,000 |

Independently of these sources of revenue, fresh taxes have been imposed during the past year—such as an excise duty upon tobacco and licenses to be taken out by owners of wineshops; but as they have only now come into operation, it is impossible to ascertain what may be their produce to Government.

The total revenue derived from the whole of the Turkish empire, divided by its population, gives an amount of 45 piastres per individual. Pursuing the same process for the island of Cyprus, we obtain the sum of 107 piastres per head of population. It will thus be seen that the proportion of revenue derived from the island of Cyprus is equal to three-sevenths of that derived from the rest of the empire; in fact, I believe that scarcely any of the other possessions of the Sublime Porte render so large an amount to Government as Cyprus.

The ecclesiastical division of the island is into an archbishopric and three bishoprics. The archiepiscopal diocese is that of Nicosia, comprising Famagusta and the district named Carpas, which occupies all that portion of the island which runs up to the north-east in the shape of a horn and terminates at Cape Andrea. The dioceses of the three bishops, who are also called metropolitans, are Baffon, Citium (Larnaca), and Kerinea. The incomes of the archbishop and bishops, as well as that of the lower clergy, is derived from the people on the voluntary system, and is therefore fluctuating. That of the archbishop generally exceeds £2,000 per annum, and that of the metropolitans vary from about £800 to £1,500 per annum; the diocese of Baffo being the wealthiest, and that of Kerinea the poorest. The Church of Cyprus is independent of the jurisdiction of the patriarchates. Its independence dates from the Emperor Zeno in the 5th century, who accorded several privileges to the archbishop. The archbishop and metropolitans are elected by the people.

The Cypriots are of a quiet and inoffensive disposition; they are sociable and hospitable, and remarkably fond of pleasure; but they are naturally lazy and given to idleness. They waste much of their time in their cafés, and are great frequenters of the fairs, which are held at short intervals in different parts of the island. They are frugal and temperate in their living—coarse bread, cheese, olives, and vegetables, forming the

ordinary food of the peasantry; yet, owing to the abundance and cheapness of wine, inebriety is not uncommon amongst them Brigandage, burglaries, and assassinations are so rare as to be almost unknown in Cyprus. Political agitation, or opposition on the part of the people to the constituted authority, is equally unknown. The Christians are less false than Greeks are generally reputed to be; they are also less active and enterprising. Yet they have a reputation in the Levant for cunning and keenness in business, which is perhaps not altogether undeserved. The Mussulmans have little of the fanatical spirit and bigotry which characterizes the Arab Mussulman. They live in harmony with their Christian neighbours in town and country; but at Nicosia, where they form the majority of the population, they are more inclined to assert their superiority.

The languages of the island are Greek and Turkish, both of which are in use. Greek, however, is more generally spoken both by Mussulmans and Christians. Some few of the former in Nicosia are perhaps ignorant of the Greek language, but at the same time there are villages in the island where even the Mussulmans are totally unacquainted with the Turkish language.

With the exception of the towns of Nicosia, Larnaca, and Limassol, there is not much done for the education of the people. Nicosia has a grammar, or, as it is called, Hellenic school, where ancient Greek and French are taught, as well as mathematics, history, and geography; there are also two schools of mutual instruction, on the Lancasterian system. These schools are free, but the grammar-school is supported partly by the bishops, partly by subscription, and partly by the pupils themselves. Larnaca possesses one grammar-school and two schools on the Lancasterian system. Limassol has also a grammar-school and one Lancasterian school. Baffo has a school on the Lancasterian system, and there are a few more schools of the same kind in the chief villages. With these exceptions, there is but little provision for general instruction. The villagers are dependent for instruction upon the priests, who are themselves often very ignorant. Nicosia and Limassol have girl-schools, under the superintendence of teachers from Athens. Larnaca had one, but it is at present closed. Young men who have studied for some time at the grammar schools, not unfrequently go to Athens to complete their education.

The beasts of burden in ordinary use are the camel, the mule, and the ass. The horse is seldom used, and indeed rarely seen, except in towns, and there of an inferior description. The mules and asses of the island are fine; some of the mules have an excellent amble, and are much esteemed in the Levant. A considerable number are yearly exported to Rhodes. Asses are also exported in some numbers to Syria. Oxen are employed exclusively for agricultural purposes; they are small and lean. Beef is consequently far from good in Cyprus. Cows are never kept for dairy purposes, and their milk is not drunk; the Cypriots appear even to have a prejudice against it. The flocks of goats and sheep in Cyprus, exclusive of lambs and kids less than one year old, numbered last year 400,000. The sheep are of two kinds—the small and the fat-tailed. Sheep and goat hides are chiefly tanned in the island; but about two or three thousand are sent to Europe, chiefly to Trieste. About 16,000 lambs' skins are yearly exported to Trieste, and about 5,000 kids' skins to Marseilles. About 3,400 cwt. of wool is exported annually to Marseilles and Trieste. The mutton of Cyprus is not very good; the fibre is coarse, and it has often a strong, rank taste. Goat-flesh is much eaten, and when fat and young is quite equal to the mutton. A considerable quantity of cheese is made from the milk of the sheep and goats: the

kind called "hellûmi," and that made in the village of Agathou, are much esteemed and frequently exported to Syria. Pigs are reared very generally by the Christian population. Pork is only eaten by the better classes in winter, it being rightly considered unwholesome in summer; but the poorer classes in the country salt it, and eat it largely in that state. Poultry is very plentiful. Turkeys are abundant, and sold at moderate prices. Ducks and geese, owing to the scarcity of water, are rare. Game of various descriptions abounds: partridges swarm in many parts of the island; hares, francolin, and the little bustard, are also common. Of birds of passage—woodcock, snipe, and wild-duck are plentiful in the season. Beccaficos are abundant in October; they are very delicious. The Cypriots preserve them, partially boiled in Commanderia wine, for winter-eating. Of larger game, the moufflon is the most remarkable; it is found, and sometimes shot, in Mount Troodos, but it is difficult of approach. In the forests of Acama and Carpas, the north-western and north-eastern extremities of the island, horses, asses, and cows, are said to rove at large in a wild state. They are the descendants of domestic cattle which existed at a time when the island was more populous. The fox is the only beast of prey now found in Cyprus. Of reptiles and noxious insects, the asp (said to be the "vipera Mauritanica"), the scorpion, and the tarantula spider, are found. The asp is much dreaded by the people of the country; it is of middling length, great thickness, of a blackish hue, with a blunt tail; its bite is fatal, death ensuing rapidly. A species of large snake is very common; but it is harmless, and said to be a determined foe of the asp. Birds of prey—eagles, vultures, buzzards, falcons, and hawks are very common.

The worst enemy, however, amongst the animal creation which Cyprus has to contend with, and the most injurious to its agricultural prosperity, is the locust. Notices are found in writers of the fifteenth century of the fearful depredations of this insect. It has been imagined that it has been at different times borne by the winds from Caramania or Syria, and thus carried across the sea to Cyprus; it has been again thought that it may have been introduced by ships bringing cargoes of grain. It seems, however, to be indigenous; and so wonderfully prolific is it, that unless active measures are taken to extirpate it, it increases in a few years so rapidly and in such quantities, as to swarm in myriads upon the face of the country, to which they are confined and shut in by the sea. When the wind, however, is strong from the land at the time they approach the coast in their flight, they are carried out to sea and perish in vast quantities. In the month of April the country is alive with locusts: they eat up every green thing, and leave literally a desert behind them. In August they deposit their eggs, and shortly after die. The spots where the eggs are deposited are easily discovered by a shiny viscous matter, with which they cover and soften the earth when about to deposit them. The male is said to be much more numerous than the female. Each female is said to lay two or even three eggs, each of which produces on an average at least thirty locusts; the egg being, in fact, an agglomeration of small eggs, in one oblong mass about the size of a pine-seed, in which the eggs are disposed close together like seed in a pod. With care and perseverance, Cyprus might be freed of this plague. By a systematic and continual destruction of the insect and its eggs, it would almost disappear in the course of three or four years. The attempt was made by Osman Pasha, in 1855–56, and proved very successful; but it was subsequently neglected, and the consequence was that, although Cyprus enjoyed a few years of freedom from them, yet they gradually increased in number till, in 1861 the spring-crops suffered fearfully from their ravages. During the past year, Zia Pasha, who for a

few months was Governor of Cyprus, took the matter up actively, and through his representations Government was induced to grant a sum of 2,500 Turkish lire (equivalent to about 2,270*l.*) for carrying out various means proposed for their destruction. At the same time, a tax of 20 okes of locusts' eggs per head has been imposed upon the inhabitants. It was calculated that from this tax at least a million of okes will be derived; each oke having been found to contain on an average 1,800 eggs, from each of which 30 locusts are produced. The number of locusts (fifty thousand millions) which might thus be destroyed in the egg is almost incredible.

The present sketch of the island of Cyprus suffices to show its financial and commercial importance, how vast are its agricultural resources, and how great the revenue which, even in its present thinly-peopled and undeveloped condition, it yields to the Turkish Government. In a political point of view its value is no less apparent. Its geographical position—facing Syria and a portion of Asia Minor, and at no considerable distance from Egypt; the facilities offered by the strong place of Famagusta for the construction of a port, which might serve as a naval station, from which these provinces might be watched and commanded; the sheltered bays of Larnaca and Limassol, which afford greater protection and better anchorage for ships than any part of the coast of Syria, except Alessandretta, alike indicate the political value of the island. The Turkish Government, however, appears to have been either blind to its advantages or too apathetic to attempt to profit by them. By draining and cultivating its marshes, by planting trees, restoring its aqueducts, and providing for the irrigation of the lands; by constructing roads and bridges, and clearing harbours now choked up; by fostering the cultivation of cotton and other valuable products; by turning to account its mineral wealth; and by encouraging colonists to settle in the Island;—an intelligent Government might speedily restore Cyprus to more than its former flourishing condition. These are the improvements which the island mostly needs, and it is by these means that her resources should be sought to be developed. Her natural advantages are great; her population is mild and obedient; good government alone is required to improve the advantages which nature has bestowed upon her.

Cyprus, January 16, 1863.

## CYPRUS.

*Commercial Report by Vice-Consul White of the Island of Cyprus for the Year* 1862.

Little trade is carried on with Cyprus in British ships. Only eight British ships have entered ports of this island during the past year. Besides two British ships which trade regularly, a steamer belonging to a Greek house at Liverpool has begun to call regularly at Larnaca.

The tonnage of Turkish and foreign ships entering ports of Cyprus during 1862 varied little from that of the previous year. The arrivals in 1862 have been—551 Turkish ships, of 49,000 tons; 176 foreign ships, of 51,040 tons, giving a total of 727 ships, and 100,040 tons.

The coasting trade of Cyprus is confined to boats under the Turkish flag; the number of those entering Larnaca during the past year was 249, of 2,110 tons. Besides these, 74 other boats, of 220 tons, engaged in the sponge trade, coming from Syme and Castel Rosso, and going to the coast of Syria, have put in to the port of Larnaca, but merely to take in provisions.

The returns of the past year show an increase in the export trade amounting to 43,504*l.*, upon a total of 188,135*l.* In the import trade there has been a slight decrease, the value of the imports of 1861 having been 102,088*l.*, whilst in 1862 their value was 100,005*l.* The increase of the export trade was due partly to the goodness of the grain harvest, compared with the very short harvest of 1861. The importation of wheat during the latter year also accounts for the difference in the import returns of the two years.

The direct trade with Great Britain is very inconsiderable. The exports to the United Kingdom, consisting of madder roots, cotton, barley, and raisins, amounted in 1862 to the value only of 2,187*l.*, and the imports from the United Kingdom to 316*l.* In 1861 the former valued 4,000*l.*, and the latter 192*l.* British cotton manufactures are introduced chiefly from Smyrna and Beyrout.

Of foreign countries France carries on the greatest amount of trade with Cyprus, both in imports and exports.

The only articles of exportation which show a marked difference in price, as compared with prices of 1861, are cotton and barley, the former having attained in 1862 double the value of 1861; and the latter having fallen from 17*s.* 4*d.* the quarter, its price in 1861, to 11*s.* 10*d.* Of articles of importation a great difference is observable in the price of tobacco, which has risen from 2*l.* 15*s.* 6*d.* the cwt., to 4*l.* 7*s.* This rise has been caused by the duty which has been newly imposed upon tobacco, and which ranges from 1*s.* 9*d.* to 4*s.* 8*d.* the oke. The price of provisions has varied but little from that of the year 1861.

The rates of exchange during 1862 have risen from 144 to 148 piastres the 1*l.* sterling. The weights and measures in use here are the same as those of Constantinople, and are as follows:—Weight, 1 oke=2⅘ lbs.; measure, 1 kilo=1 bushel, weighing, of Cyprus wheat, 56 to 58 lbs., and of Cyprus barley, 43 to 45 lbs.; money, piastres, 148 to 1*l.* sterling.

The agricultural capabilities of Cyprus are very great, the soil being rich and fertile, and capable of producing great varieties of crops; yet, from want of capital, a large amount of good land lies waste, and the price of land, except in some particular spots, such as madder lands at Famagusta, and cotton lands near the chief towns, is very small.

The most important products of the island are wheat, barley, cotton, madder-roots, carobs, wine, and sesame.

The grain harvest of the past year was very good. The average yearly produce of wheat is about 80,000 quarters; last year's harvest is calculated to have yielded 120,000 quarters. Of this quantity, 9,800 quarters, value 12,280*l.*, were exported almost entirely to Turkish ports.

The barley of Cyprus is of a good description; the average yearly yield is about 120,000 quarters. Last year's produce was about 180,000 quarters. The quantity exported was 28,075 quarters, value 15,280*l.*, of which 2,500 quarters were exported to Great Britain.

The appearance of the crops at the early part of the season promised a very abundant cotton harvest; it was anticipated that the yield would be as much as 10,000 bales, or 2,500,000 lbs.; the reality, however, fell short of the expectation, the produce being little more than 6,000 bales, or 1,680,000 lbs. This shortcoming was caused chiefly by injury sustained by the plants in the latter part of the season, from the effects of the north winds. Only 504,000 lbs., value 18,367*l.*, were exported by the end of the year, but at the present time scarcely any of last year's crop remains in the island. By far the greatest portion of that exported was bought for the French market, and shipped to Marseilles. Only about 3,300 lbs. were exported direct to Great Britain. The great demand for cotton, and its consequent high price, has given a great impulse to its cultivation. A small quantity of American seed was last year introduced into the island, and the greatest success attended its cultivation. Samples of the cotton raised from this seed have been sent to England, and have been pronounced to be quite equal to middling Orleans. Many landowners are now eager for American seed, and it is to be expected that it will in future be planted to a considerable extent; the want, however, of hand gins capable of ginning the American cotton as easily and as effectually as the peasants gin the native cotton, will prevent the peasant proprietor from planting American seed. Much additional land will this year be devoted to cotton cultivation, and should the measures now on the point of being taken for the destruction of the locusts prove successful, and the people be enabled to sow their seed early, there will be reason to anticipate for the present year a harvest far exceeding both in quantity and in quality that of any past year. The price of land is beginning to rise; good cotton land favourably situated already obtains a much higher price than in past years. Land of this description has been sold this year at 10*l.* the échelle, or nearly 15*l.* the acre.

The quantity of madder-roots exported in 1862 was less than that of the previous year. In 1861 4,546 cwt., value 6,630*l.*, was exported. In 1862 only 3,432 cwt., value 4,670*l.*, was exported. This decrease is without doubt due to the suspension of work in the cotton manufactories of Europe. The madders of Cyprus are in England less esteemed than those of Smyrna, but are considered superior to those of Syria. They are more esteemed in the French than in the English trade.

The export returns show but a slight difference between the amount and value of carobs exported during the years 1861 and 1862. In the former year 8,518 tons, value 27,250*l.*, in the latter 9,000 tons, value 27,210*l.*, were exported. Russia, Austria, and Turkey are the principal markets for this product. In 1861 a small quantity was shipped to Great Britain, but none has been exported thither during the past year.

A comparison of the export returns for the last two years shows an increase in the exportation of wine and spirits during 1862. In 1861 the quantity exported was 707,862 gallons, value 37,685*l.* In 1862 it was 824,940 gallons, value 42,427*l.* There is, however, reason to fear a falling off in this branch of trade, owing to excessive taxation. The wine producer, in the first place, has to pay a tenth upon his grapes. This tax is farmed out, and owing to the manner in which it is collected, amounts

practically to much more than a tenth. Upon the grape being converted into wine, it pays another duty of 10 per cent.; this duty is collected for Government by its own agents. Great complaints have been made of the exactions practised upon the peasants in levying this tax. In some of the districts it is said that quite 20 per cent. has been taken from them. No product of the island contributes so largely to the customs as do wine and spirits. The duty paid by these articles last year was nearly double of that paid by the next most important article of exportation; it would be therefore most unwise for Government to discourage this manufacture by excessive or vexatious taxation.

The wool of Cyprus is inferior even to that of Caramania and Syria. About 3,000 cwt. is exported yearly to Europe. It is not purchased for the English market, being coarse and unwashed, and dearer than colonial wool. The flocks of sheep and goats, exclusive of lambs and kids under one year old, in the island, last year numbered 400,000. In 1861 there was a great mortality amongst the sheep from murrain.

The value of silk and cocoons exported from Cyprus during the past year was 16,000*l*. The quantity of silk produced was about 30,000 lbs. A tenth of the produce is generally consumed in native manufactures; of what remains, the greater part is exported either to Syria or to France.

The population of Cyprus is now somewhat over 200,000, of which two-thirds are Christian, and one-third Mussulman. The population has about doubled itself during the last twenty-three years, owing principally to the disappearance of plague, the decrease of small-pox, and the better administration of justice. Cyprus could well maintain a population five times greater than its present. Large tracts of waste land await the hand of the cultivator. A little energy on the part of the people, aided by the establishment of banks to advance money, at a reasonable rate of interest, to the peasants, and inducements offered to foreigners to purchase and cultivate land, are needed for the development of the capabilities of the island.

The manufactures of Cyprus are inconsiderable. The chief industry of the island was formerly the printing of cotton cloths, but this has now so fallen off, as scarcely to deserve special mention. One reason of the decline of this industry is the high duty with which it was charged upon exportation. The making of gregos, or capotes, of coarse woollen stuff, much used in the Levant, is another branch of domestic trade which may be noticed; as also the preparation of red and yellow leather, some quantities of which are yearly exported to Alexandria for making Turkish shoes and slippers. Pretty silk stuffs are made at Nicosia, but the trade in these articles is small. Soap is likewise made in the island, but only for home consumption.

No public works of any kind have been carried on during the past year. Two successive governors have held out hopes of forming good carriage roads between the principal towns; but nothing has yet been performed in this respect.

It may be stated, in conclusion, that the past year has on the whole been prosperous, as regards the material interests of the island. Its exports have increased upon the former year. The harvests have been fairly good. No sickness has, as in 1861, prevailed amongst the cattle, and there is a good prospect of the destruction of the locusts, the greatest bane to the prosperity of the island.

Cyprus, March 20, 1863.

## DAMASCUS.

*Report by Mr. Consul Rogers on the Trade of Damascus for the year* 1862.

The commerce of Damascus has considerably improved since last year; it has not, however, attained its normal state, owing to the unsettled state of the majority of the Christians, none of whom have received their full indemnity, and a considerable propertion have only received one instalment.

The principal exports are wool and madder roots, to which may be added the comparatively recently introduced exportatiom of rags and bitter kernels.

Of *Wool* there has been an export, to various places, of 1,550 cantars, or 825,000 lbs.; 500 cantars, or 275,000 lbs., were sent to Akka (St. Jean d'Acre) for exportation, and 50 cantars, or 27,500 lbs., formed the internal consumption; making in all 2,100 cantars, or 1,155,000 lbs. At the beginning of the season, 1,400 piastres per cantar were paid, but it increased in value in proportion to the rise in cotton, and the greater portion of the yield was sold at 1,750 per cantar, or about $5\frac{1}{2}d.$ per lb.

Formerly, the quantity of wool annually exported amounted to about 3,000 cantars; but for the last three years it has fallen off considerably, though this year is an improvement on last year, in the proportion of 1,200 to 2,100.

*Madder roots.*—It having been reported here that the madder roots exported last year still remained unsold, there has been little or no demand for them this year; 100 cantars were sent to Beirut for exportation, and a stock of about 500 cantars, or 275,000 lbs. weight, remains in the magazines of the madder-producing villages. Usually, about 1,000 cantars, or 550,000 lbs., are dug up annually for exportation. The price was 750 piastres per cantar, delivered in Beirut, or about $2\frac{1}{4}d.$ per lb.

*Bitter Kernel.*—The stones of apricots have of late years been collected and sent to Beirut for exportation, probably for the sake of the almond oil, or the prussic acid they contain. This year about 200 cantars, or 110,000 lbs., were exported, at the cost of $8\frac{1}{4}$ piastres per rottol, or a little under $2d.$ per lb. More than double that quantity was exported last year.

*Rags.*—Of rags for the paper factories, about 600 cantars have been sent to Beirut for exportation, at the rate of 60 piastres per cantar, or $\frac{3}{4}d.$ per lb.

*Cotton.*—Of this article about 250 cantars of uncleaned was produced at the rate of 450 piastres per cantar. The peasantry clean it for the purchasers, and receive the seeds for their trouble, so that of the 250 cantars only about 60 cantars were clean cotton, and that cost about 1,800 piastres per cantar, or about $6d.$ per lb., besides which a considerable quantity of old cotton was exported, owing to the rise in price and demand.

The wheat and barley harvests were rather above the average this year. Of the former, about 30,000 ghararas, or 150,000 quarters, have been conveyed from the Hauran to Akka for exportation.

Of imports, the chief are cotton goods from Manchester, France, Switzerland, and Constantinople, and hardware from Great Britain and Germany, indigo and shawls from India, and spices from Arabia. There has been a considerable depression in these articles this year, owing to the high prices of cotton, though very high profits have been

realized by some hazardous speculators, as the prices rose in this country in proportion to their rise in Liverpool, and those whose commissions were delayed on the voyage to Beirut realized still higher profits.

Internal trade has been considerably affected by the newly established tariff of currency, and for several days a large number of magazines and shops were closed; and, even now, the native merchants, not believing that the new tariff will continue in operation, make their calculation in specie, such as so many napoleons, or ducats, or florins, as the case may be.

There being no port within the pashalic, all articles, both of export and import, are necessarily registered at the Custom-house of Beirut or Akka.

Damascus, December 2, 1862.

## DIARBEKR.

*Report of Mr. Consul Taylor, on the Trade of the Pashalik of Diarbekr for the half-year ending December 10th, 1862.*

During the first four months of the last half-year trade throughout all its branches was pretty active, and contrasted favourably with that of the early year, it having been influenced by demands from the interior in consequence of the high price of cotton; and the anxiety of small capitalists—anticipating a fall in the exchange—to invest their money in goods, paying for them in cash at the old rates. Since the publication of the firman, which brought the lira down from 134 piastres to 100, very little has been doing, except in cereals, although prices still keep up, and have not fallen with the exchange. There is even a steady, though limited, demand for all the common kinds of cloths, chintzes, and cottons usually purchased by the great majority of the population, and at prices 40 per cent. higher than this time last year. This difference is owing to enhanced prices at Aleppo, which supplies this place, there being no direct importers from Europe, the consequences of the American troubles. But all articles of luxury, either in dress or furniture, seem completely debarred from our market, and, judging from dress alone, there seems to be no difference between the wealthy, needy, or the bankrupt.

Our late harvest has been a tolerably good one; the falliug off, as compared with last year, being attributable to the increased spread of the locusts, who are gradually approaching the fertile districts north-east of Diarbekr. I regret to say, that these animals have deposited their eggs in some of the richest tracts, and there is every chance, therefore, of their destroying the early crops of 1863. In anticipation of such a calamity, the large grain holders are not disposed to sell, and wheat therefore has risen gradually up to 90 piastres per kilo (equal to 16*s.* 4¼*d.* per quarter) against 55 piastres per kilo (9*s.* 2*d.* per quarter) last half year; and if the present exchange is compared with that of six months ago, the actual rise will be about 65 per cent. As winter advances, and the river rises, there is no doubt it will be still higher from the greater facilities afforded for its transport, by water, to Jezireh, and those districts where the losses from locusts have created a scarcity.

All the cotton districts have also suffered severely from these animals, and have had to import cotton from Kharput to supply the native looms; owing to this and the demand from Aleppo for Europe, it is now selling at 70 piastres per rottel (12*s.* 9⅜*d.* per 16 lbs.). So great was the demand at one time, that many people, attracted by the high prices then ruling—120 piastres per rottel (1*l.* 1*s.* 3¼*d.* per 16 lbs.)—sold the contents of their sofas and cushions, and substituted chopped straw. When Namik Pasha passed through this, he distributed some South Sea cotton seed to a few landed proprietors, who planted it on their estates; no attention was bestowed on its culture, and it was suffered to have its own way, like the native plant, choked with weeds and rubbish till it arrived at maturity; but even under these circumstances, such was the abundance and quality of the yield, that I have had many demands for the same kind of seed from other parties, who would plant on a large scale. It is highly desirable that this culture should be encouraged in every possible way, not only because it would contribute to the large supply yearly required by England, but also—a remunerative price beyond that otherwise obtainable on the spot being once assured to the cultivators and small farmers—because it

would in the end assuredly tend to increase the demand for our own cotton manufactures, coarse substitutes for which (in the absence of paying prices for the raw material) are now manufactured in every village throughout the province. Its culture used formerly to be a favourite one with the natives, and it would again become so if the Government would only direct a little energy and expenditure towards reclaiming and permanently subjugating all those tracts (unrivalled for the purpose) I have alluded to in a former report. To give some idea of their fertility, I may mention a fact communicated to me by a gentleman of French extraction, who has for many years resided and traded here. He, some eight or nine years ago, and when the Arabs were more reasonable than now, cultivated a waste plot in those districts, which yielded him 5,000 kilos for 400 of seed. The only outlay the agriculturist, under the present system of culture, has, is the seed and a trifling ground-rent, either paid in kind or money, labor being supplied by the fellah who, after the tithe has been taken, divides the produce with his master. To ensure, however, fine crops, extra labour, which would not exceed 8*d.* per man daily, would have to be employed for weeding and hoeing, both which operations, so necessary to real success, are never practised at present. With this rich country purged from Arabs, and under proper control, labour would be abundant and cheap, for a great majority of the smaller tribes, and the large one of the Jeboor (now per force tributary to the Shamr), are essentially agriculturists, but are prevented pursuing their avocations so extensively as they would wish in consequence of the arbitrary exactions of their lawless masters, who much prefer the land to remain a desert. The whole road from this part of the country I am alluding to, to Aleppo, is a dead level, and were it not for the obstacles occasioned by the Euphrates and the Arabs, waggons might traverse the whole road to Aleppo, without the slightest difficulty, at all seasons, and thus transport the produce to an extensive mart, within two days of the sea coast, at a trifling cost.

The gall crop this season has been very fine and abundant, the oster or tithe on them alone being 375,000 piastres (3,409*l.*), as compared with 160,000 piastres (1,454*l.*), last year. The best blues, fit for export to Europe, are now selling for 1,900 piastres per cantar (17*l.* 5*s.* 5*d.* per $4\frac{1}{2}$ cwt.), and are procured in the mountains about Jezireh and Bohtan, while slightly inferior qualities, the produce of the country about Diarbekr and Saert, are 10 per cent. cheaper both here and at Aleppo. The exports this season will exceed 2,000 cantars or 450 tons.

The wool trade, as noticed in my last report, continued very active to the close of the season, at which time 1,500 cantars (337 tons), clean washed, had been exported, *viâ* Aleppo for France and Austria, at the rate of 1,600 piastres (14*l.* 10*s.* 4*d.*) per cantar of $4\frac{1}{2}$ cwt. This is another branch of trade, capable of great extension, were tranquillity and order secured to the Arab country.

The Government tithes on grain have been farmed for 20 per cent. less than last year. This fall is owing as much to the large stocks on hand as from the losses experienced by the farmers last year.

Diarbekr, December 10, 1862.

## JAFFA.

*Report by Mr. Consul Kayat, on the Trade, Navigation, &c., of the Port of Jaffa for the Year* 1862.

The trade of Jaffa, the chief commercial town of Palestine and port of Jerusalem, has been increasing during the last five years, chiefly owing to the increase of the cultivation and products of this district, and consequently of exportation. Jaffa is the entrepôt of goods (principally of imports) for Jerusalem, Nablous, Hebron, Gaza, and other towns and villages of the interior, supplying them with manufactured goods, colonials, &c. This being also the highway to Jerusalem, which is visited yearly by all sects of Christians, Jews, and Mahomedans, about 10,000 pilgrims land and embark here to and from the Holy City, creating an extra business-like bustle for several months in the year, which tends to stimulate and increase the local trade.

### Shipping and Navigation.

*British.*—The number of British ships that have been engaged in trade with this port during the year is less than the number of foreign or French ships, consequent on the exportations having been chiefly to France, and therefore a greater number of French and other foreign ships have been employed. Two of the chief and most valuable articles of exportation, viz., olive oil and sessame seed, have been exported in large quantities to France, and thus a greater number of French ships have been engaged.

The following Tables will show the number of ships of each flag. I have deemed it better to divide the shipping into two heads or Tables. 1st, the Sailing Ships, and 2nd, the Steam Ships, as the former are employed both in the direct and indirect trade, while the latter are only employed in the indirect or carrying trade.

I.—Return of British and Foreign Shipping at the Port of Jaffa, in the year 1862.

*Direct Trade in Sailing Ships.*

Entered.

| Flag. | Number of Vessels. | | | Tonnage. | | | Value of Cargoes. |
|---|---|---|---|---|---|---|---|
| | With Cargoes. | In Ballast. | Total. | With Cargoes. | In Ballast. | Total. | |
| | | | | | | | £. |
| British .. | 2 | 8 | 10 | 171 | 1,872 | 2,043 | 2,000 |
| French.. .. | .. | 57 | 57 | .. | 6,900 | 6,900 | .. |
| Turkish .. | 30 | 33 | 63 | 720 | 780 | 1,500 | 16,000 |
| Italian.. .. | .. | 5 | 5 | .. | 982 | 982 | .. |

Cleared.

| Flag. | Number of Vessels | | | Tonnage. | | | Value of Cargoes. | Countries to which departed. |
|---|---|---|---|---|---|---|---|---|
| | With Cargoes. | In Ballast. | Total. | With Cargoes. | In Ballast. | Total. | | |
| | | | | | | | £. | |
| British .. | 10 | .. | 10 | 2,043 | .. | 2,043 | 8,910 | Gt. Britain. |
| French.. .. | 55 | .. | 55 | 6,558 | .. | 6,558 | 139,530 | France. |
| Turkish .. | 63 | .. | 63 | 1,500 | .. | 1,500 | 7,000 | Turkey. |
| Italian.. .. | 2 | .. | 2 | 406 | .. | 406 | 930 | Italy. |

*Indirect or Carrying Trade in Sailing Ships.*

ENTERED.

| Flag. | Number of Vessels. | | | Tonnage. | | | Value of Cargoes. |
|---|---|---|---|---|---|---|---|
| | With Cargoes. | In Ballast. | Total. | With Cargoes. | In Ballast. | Total. | |
| | | | | | | | £. |
| British .. | 1 | .. | 1 | 130 | .. | 130 | 1,000 |
| Turkish .. | .. | .. | .. | .. | .. | .. | .. |
| Greek .. .. | .. | 40 | 40 | .. | 2,000 | 2,000 | .. |
| Italian .. .. | .. | .. | .. | .. | .. | .. | .. |

CLEARED.

| Flag. | Number of Vessels. | | | Tonnage. | | | Value of Cargoes. | Countries to which departed. |
|---|---|---|---|---|---|---|---|---|
| | With Cargoes. | In Ballast. | Total. | With Cargoes. | In Ballast. | Total. | | |
| | | | | | | | £. | |
| British .. | .. | 1 | 1 | .. | 130 | 130 | .. | Turkey. |
| Turkish .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Greek .. .. | 40 | .. | 40 | 2,000 | .. | 2,000 | 5,000 | Turkey. |
| Italian .. | 1 | .. | 1 | 269 | .. | 269 | 1,540 | England. |
| | 1 | .. | 1 | 307 | .. | 307 | 1,380 | France. |

II.—*Indirect Trade in Steam Ships.*

ENTERED.

| Flag. | Number of Ships. | Tons. | Value of Cargoes. | Countries whence arrived. |
|---|---|---|---|---|
| French .. | 50 | 25,000 | 108,000 | Marseilles, Malta, Alexandria, Constantinople, Greece, Smyrna, and different ports of Syria. |
| Russian .. | 48 | 18,000 | 29,500 | Odessa, Constantinople, Greece, Smyrna, Alexandria, Rhodes, and different ports of Syria. |
| Austrian .. | 45 | 16,500 | 34,000 | Trieste, Constantinople, Greece, Syra, Smyrna, Rhodes, Cyprus, Alexandria, and different ports of Syria. |

CLEARED.

| Flag. | Number of Ships. | Tons. | Countries to which departed. |
|---|---|---|---|
| French .. | 50 | 25,000 | Same as whence arrived. |
| Russian .. | 48 | 18,000 | |
| Austrian .. | 45 | 16,500 | |

N.B.—No accurate information can be obtained regarding the true or invoice value of goods exported or imported in steam ships, as the custom-house keeps no register of such. But, having ascertained from the different steam-ship agencies the number of packages of merchandize brought and taken by the steamboats of each company during the year, and by fixing an average value on each package, we have, as near as

possible, the approximate value. This refers only to goods carried by steamboats. With regard to the value of the cargoes by sailing-ships, this we know exactly, as we ascertain the quantity when loaded, and by reckoning such at the market price, we know the true value.

*The Harbour of Jaffa.*—There is a small harbour or breakwater formed by a reef of rocks running parallel with the town for about 800 feet long, affording tolerably good protected anchorage for small crafts; but as there is very little depth of water, it is not available for large vessels, except for ships of about 40 or 50 tons burthen.

But it must be remarked, that certainly it could very easily, and at no great expense, be converted into a good harbour for large vessels by clearing out the sand and rubbish, and by building a wall over the rocks.

The large ships that come here now, are obliged to anchor outside the rocks, in the open roadstead.

*Lighthouses.*—None.

*Ship Building.*—None is carried on here.

### Trade and Commerce.

*Exports.*—The principal articles of export are—

| | | |
|---|---|---|
| Wheat | Wool | Mats |
| Barley | Colocynth | Vegetables |
| Dari | Cattle Bones | Raisins |
| Sessame Seed | Rags | Oranges |
| Olive Oil | Hides | Fruit of various kinds. |
| Cotton | | |

*Exports to Britain.*—The leading articles of export have been dari, barley, wheat, colocynth, cattle bones, and rags.

The Jaffa olive oil is of a fine quality, and would, if exported to Britain, leave a good margin of profit; but as the resident merchants and agents of French firms here deal chiefly with France, nearly all the cargoes of oil this year have been exported to France. About 2,000 tons have been shipped this year to Marseilles.

*Foreign Exports.*—To France, wheat, barley, sessame (an oleaginous seed), olive oil, cotton, and hides.

To Turkey, soap, manufactured here, is exported. About 150 tons have been shipped this year to Egypt and other Turkish ports.

Oranges grown here, which are very fine, and have been exported in large quantities to Turkish ports. The export trade in oranges is quite regular here, and the crafts employed in the trade are Greek fruiters and Turkish crafts, of about 40 to 50 tons, which begin to arrive here in December every year, and continue to arrive and leave until the months of April and May in every succeeding year.

The following Table of Exports shows in detail the quantity of each article exported during the year to Great Britain and other countries, with the respective value of each article calculated at the market price, free on board :—

## RETURN of the Exports at the Port of Jaffa in the Year 1862.

| Name of Articles. | Foreign Weights and Measures. | To Great Britain. | | To France. | | To Turkey and Egypt. | | To Italy. | | TOTAL. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Quantities. | | Value. | |
| | | Quantities. | Value. | Quantities. | Value. | Quantities. | Value. | Quantities. | Value. | Foreign Weights and Measures. | English Weights and Measures. | Foreign Money. | English Money. |
| | | | Piastres. | | Piastres. | | Piastres. | | Piastres. | | | Piastres. | £. s. d. |
| Wheat ... ... ... | Kilo. | 800 | 20,000 | 75,128 | 1,778,200 | ... | ... | 4,000 | 82,000[a] | 79,298 | Imp. Qrs. 9,991 | 4,880,200 | 14,463 1 7 |
| Barley ... ... ... | ,, | 41,400 | 414,000 | 76,261 | 762,610 | ... | ... | ... | ... | 117,661 | ,, 14,708 | 1,176,610 | 9,050 16 11 |
| Dari, or Indian Corn ... | ,, | 57,810 | 693,720 | ... | ... | ... | ... | ... | ... | 57,810 | ,, 7,225 | 693,720 | 5,336 6 2 |
| Sessame Seed ... ... | Oke | ... | ... | 1,856,078 | 5,568,234 | ... | ... | ... | ... | 1,856,078 | Tons 2,320 | 5,568,234 | 42,832 11 5 |
| Olive Oil... ... ... | ,, | ... | ... | 1,573,696 | 10,229,024 | 100,000 | 650,000 | ... | ... | 1,673,696 | ,, 2,098 | 10,879,024 | 83,684 16 0 |
| Soap ... ... ... | ,, | ... | ... | ... | ... | 100,000 | 600,000 | ... | ... | 100,000 | ,, 125 | 600,000 | 4,615 7 9 |
| Raisins ... ... ... | ,, | ... | ... | ... | ... | 40,000 | 260,000 | ... | ... | 40,000 | ,, 50 | 260,000 | 2,000 0 0 |
| Colocynth ... ... | ,, | 2,500 | 17,500 | ... | ... | ... | ... | 2,000 | 14,000 | 4,500 | ,, 4½ | 31,000 | 242 6 2 |
| Cattle Bones ... ... | Kantar | 320 | 32,500 | ... | ... | ... | ... | ... | ... | 320 | ,, 100 | 32,500 | 250 0 0 |
| Sheep Wool ... ... | Oke | ... | ... | ... | ... | ... | ... | 2,000 | 20,000 | 2,000 | ,, 2½ | 2,000 | 153 16 10 |
| Hides ... ... ... | ,, | ... | ... | 945 | 7,560 | ... | ... | ... | ... | 945 | ,, 1 | 7,560 | 58 3 0 |
| Oranges ... ... ... | Numbers | ... | ... | ... | ... | 8,000,000 | 640,000 | ... | ... | 8,000,000 | 8,000,000 | 640,000 | 4,923 1 7 |
| Pomegranates ... ... | ,, | ... | ... | ... | ... | 400,000 | 40,000 | ... | ... | 400,000 | 400,000 | 40,000 | 307 13 10 |
| Water Melons ... ... | ,, | ... | ... | ... | ... | 120,000 | 120,000 | ... | ... | 120,000 | 120,000 | 120,000 | 923 1 7 |
| Apricots, Apples ... | Oke | ... | ... | ... | ... | 50,000 | 100,000 | ... | ... | 50,000 | Tons 62½ | 100,000 | 769 4 8 |
| Vegetables ... ... | ,, | ... | ... | ... | ... | 20,000 | 40,000 | ... | ... | 20,000 | ,, 25 | 40,000 | 307 13 10 |
| Rags ... ... ... | ,, | ... | ... | ... | ... | ... | ... | 5,000 | 5,000 | 7,000 | ,, 7½ | 7,000 | 53 16 10 |
| Mats ... ... ... | Numbers | ... | ... | ... | ... | 3,000 | 12,000 | ... | ... | 3,000 | 3,000 | 12,000 | 92 6 2 |
| Cotton ... ... ... | Oke | ... | ... | 20,000 | 300,000 | ... | ... | ... | ... | 20,000 | Tons 25 | 300,000 | 2,007 16 10 |
| Total Value ... | ... | ... | 1,179,720 | ... | 18,645,628 | ... | 2,462,000 | ... | 121,000 | ... | ... | 22,403,348 | 178,072 1 4 |

## Imports.

The imports of Jaffa are very considerable, on account of its being the entrepôt of Jerusalem, Hebron, Nablous, Gaza, and other places of the interior, which consume large quantities of goods, especially long cloths, shirtings, and cotton prints.

But we have not the means of ascertaining the quantities of the articles imported, for no registry of the same is taken at the Custom-house; and nearly all such goods come here indirectly, viz., through Alexandria and Beyrout, and thus enter free of duty by virtue of a "Reftieh," or ticket-of-pass, declaring that the duty has been paid elsewhere, viz., in Turkey or Egypt.

*British Imports.*—The principal goods imported from Great Britain are—

| | | |
|---|---|---|
| Manchester and Glasgow cotton goods | Iron | Colonials, viz.:— |
| Long Cloths | Earthenware | Sugar |
| T Cloths | Cutlery | Coffee |
| Shirtings | Tin | Pepper |
| Prints | Spirits. | Spices |
| | | Indigo |
| | | Cochineal. |

*Foreign Imports.*—

| | |
|---|---|
| From France .. .. | Woollen Cloth, Manufactured Silks, Coffee, Sugar. |
| „ Germany .. .. | Woollen Cloth, Cutlery, Hardware, Glass. |
| „ Austria .. .. | Glass, Hardware, Fancy Goods. |
| „ Italy .. .. | Paper and Marble. |
| „ Greece .. .. | Wine, Spirits, and Salt Fish. |
| „ Turkey .. .. | Damascus Silks, Woollen Abbas or Cloaks, Turkish Caps, Fancy Goods, Jewels, Timber, Nuts, &c. |
| „ Egypt .. .. | Rice, Mocha Coffee, Flax, Dates. |

*Domestic Trade.*—Chiefly confined to buying and selling on the spot. In making contracts in advance for delivery of different articles of produce to exporting merchants.

*Market Prices of Goods.*—The average prices during the year have been:—

| | Piastres. | | | | £ | s. | d. |
|---|---|---|---|---|---|---|---|
| Wheat | at 25 | per kilo. f. o. b. | = 1 bushel | at | 0 | 3 | 10 |
| Barley | „ 10 | „ „ | = „ | „ | 0 | 1 | 7 |
| Dari | „ 12 | „ „ | = „ | „ | 0 | 1 | 10 |
| Sesame Seed | „ 3 | per oke „ | = 2¾ lbs. | „ | 0 | 0 | 5¾ |
| Olive Oil | „ 6½ | „ „ | = „ | or at | 40 | 0 | 0 per ton. |
| Cotton | „ 15 | „ „ | = „ | at | 0 | 2 | 4 |
| Colocynth | „ 7 | „ „ | = „ | „ | 0 | 1 | 1 |
| Wool | „ 10 | „ „ | = „ | „ | 0 | 1 | 7 |
| Hides | „ 8 | „ „ | = „ | „ | 0 | 1 | 3 |
| Cattle Bones | „ 101⅔ | per kantar .. | = .. | or at | 2 | 10 | 0 per ton |

*Operation of the Tariff.*—The new tariff, as per Treaty of Commerce concluded this year between Her Majesty's Government and the Ottoman Porte, has operated beneficially on the trade of this place in many respects; firstly, on the industry, viz., on soap, which hitherto paid double the amount of duty that it does now, the new tariff having reduced it to half the former rate, consequently the manufacture of this article has increased, giving employment to more hands. It is working beneficially, also, on the export trade, inasmuch as it diminishes 1 per cent. every year from the rate of 12 per cent. duty began with, on all articles of export *ad valorem* until it arrives at the fixed rate of 10 per cent. This, no doubt, is a stimulant to growers and exporters, but is working prejudicially to British commerce and interest in the following article. The Custom-

house authorities here persist in enforcing an extra rate of duty (nearly double) on the well-known article dari (so much exported to British markets for feeding and distilling purposes), exacting a higher duty than that specified in the new tariff, on the plea that the dari grown here is the same as the maize inserted in the tariff; but nothing can be more clear than that dari cannot be maize nor maize dari, from the fact that there are only three kinds of this pulse in existence, viz. :—Dari, inserted in page 48 of the Tariff, Maize Millet, inserted in page 62 of the Tariff, each differing from each other in kind and value; and, although the Custom-house authorities admit that the dari produced here is of the same kind as the dari inserted in the tariff, still they persist in valuing it at the value of maize, thus imposing nearly double the right duty, and consequently injuring British commerce and interest, as this cereal is the chief article of export to the United Kingdom.

Furthermore the duty on tobacco has been increased. This is most unsatisfactorily received by the people of these parts, who are great smokers; and the cultivation of this plant has much decreased in consequence, as growers have to pay the duty of bringing it into town for sale previous to its being exported. The present increased rate of duty has injured the revenue, as many are tempted to smuggle large quantities of it, and thereby the Sultan's revenue on this article has much decreased instead of augmenting.

*Trade.*—Trade has been very brisk this year, owing, on the one hand, to the good crops of wheat and barley, and the demand for France and the coast of Barbary, especially of barley. The trade in wheat has much improved, owing to the way of sifting it now by a new process for separating it from the bitter seed, and consequently has been more exported. Operations in cotton have been considerable on account of the continued demand, causing a rise in price from 7 to 15 piastres per oke, or from 1*s.* 1*d.* to 2*s.* 4*d.* per 2¾ lbs. All of it has been shipped to France.

*Banks.*—There is no bank here, but there are individuals who advance money to the country people or agriculturists at an interest of 5 to 6 per cent. per month, taking bonds generally payable within a period of six months, so as to fall due about the time of the harvest. There are also "sarafs" or money-changers who lend money to resident merchants at a lower rate of interest, viz., from 2 to 4 per cent. monthly, receiving security in jewellery or property documents.

*Rates of Exchange.*—During the course of the year the average rate of exchange for bills upon London has been 125 piastres per pound sterling.

### English Equivalents of Weights, Measures, and Moneys.

*Weights.*

400 Drams equal to 1 Oke, equal to 2¾ lbs.
2¾ Okes „ 1 Rottle
40 Okes „ .. .. 1 cwt.
100 Rottles „ 1 Cantar

*Dry Measure.*

1 Kilo. equal to 1 Bushel
Or 8 Kilos. „ 1 Imperial Quarter.

*Cloth Measure.*

1 Pike equal to 27 Inches.

*Liquid.*

1 Jar, weighing 15 Okes, 42 lbs.

1 Hour, in Post Reckoning, equal to distance of 3½ Miles.

*Money.*

Former currency still in use among merchants.

| | | |
|---|---|---|
| 1 Sovereign | .. .. | 130 Piastres |
| 1 Turkish Sovereign | .. | 120 „ |
| 1 French ditto of 20 Francs | | 103 „ |

Present established Government ratio—

| | | |
|---|---|---|
| 1 Sovereign | .. .. | 110 Piastres |
| 1 Turkish Sovereign | .. | 100 „ |
| 1 French ditto of 20 Francs | | 88 „ |

But, notwithstanding the proclamation lately issued fixing the above rates, the English sovereign is received at 115 piastres, and the Turkish at 105 piastres here.

## Agriculture.

*Soil.*—The soil of Jaffa, and this district, is very rich and fertile, and is so productive that vegetation is spontaneous almost, requiring little care or labour.

All around the town of Jaffa, for three miles circuit, are gardens, or rather orange and fruit orchards, abounding with wells of spring water, with which they are irrigated. There are two rivers in this vicinity, one to the north, about four miles distant from the town, called Auja; and the other, about nine miles to the south, called Rubeen.

The animal and vegetable products consist of the following :—

| Vegetable. | | Animal. |
|---|---|---|
| Grain— | Grapes | Hides— |
| Wheat | Pomegranates | Buffalo |
| Barley | Apricots | Ox |
| Dari | Water Melons | Skins— |
| Oil Seed— | Lemons | Sheep |
| Olive Oil | Quinces | Goat |
| Sessame | Peaches | Cattle Bones |
| Fruit— | Miscellaneous— | Wool— |
| Oranges | Cotton | Sheep |
| Sugar Cane | Tobacco | Wool |
| | Colocynth | |

*Wheat.*—The wheat produced here is hard; much liked in France, Italy, and Malta, where it is considered the best for making paste, on account of its long cord.

*Barley.*—The barley is of good quality, weighing about 17 okes per kilo, or about 50 lbs. to the bushel. The London brewers now use the barley from this district for malting purposes.

*Dari.*—Jaffa dari is considered the best in the Mediterranean, on account of its whiteness and heaviness. It is the chief article of export to the United Kingdom for feeding and distilling purposes. The yield this year has been abundant on account of the latter rain having been abundant. Dari is used by the poorer classes for making bread.

*Olive Oil.*—This is one of the chief ports of olive oil in the Mediterranean. In Marseilles, the Jaffa oil is esteemed the best from the Levant for making soap. The increase of consumption and export of this article, and the good demand for it, has brought on a rise in price of about 40 per cent. more within the last few years, and has therefore stimulated agriculturists so much, that in every direction they are planting olive trees; for, according to the present prices, which are most likely to be sustained, a good olive tree will produce a "jaira" of olive oil, of the value of 16*s.* The crop this year has been half average, as the yield of olives is alternately abundant and scarce, viz., one year good, or very abundant, and the next middling or scarce.

*Sessame Seed.*—The crop has been plentiful this year. The Jaffa sessame seed is all exported to France, as it is much appreciated there, and considered to be of the best kind on account of its making fine oil for eating purposes. It fetches the highest price of any in the Marseilles market.

*Cotton.*—The soil of this district is very well suited for cotton, and it used to be produced in large quantities; but of late years, on account of the increase of the price of sessame seed, the natives gave up the growth of cotton till this and last year, when, in consequence of the high prices and the demand, a general interest and reaction has taken place in its cultivation. And, although the quality produced is fine, white, and silky, yet, as it is from native seed, is short in staple, and consequently not so well adapted to the English market, and has all been exported to France. This defect can be easily remedied by the general introduction of good

seed. I have made a tour lately in this district, and have seen many of the chiefs and leading proprietors of the land, and I conversed with them at full length on the cultivation of cotton; they seem much interested and quite comprehend the profit they will derive from it. I pointed out to them the good fortune of a man of the village of Mugar who had the good sense to sow cotton, and he derived from a small field £100 worth of cotton. The chiefs and landowners of the following villages, Yibna, Katra, Salamieh, Sakieh, Ibn Abrak, Yahudieh, and Cufr Aanah have all made up their minds to use two-thirds of the land for cotton, hitherto used for sessame seed, and I have every reason to believe that there will be a large crop next year. I have a farm here which I purpose to sow with Sea Island and Egyptian seed; and I hope next year we shall have from the Manchester Association a quantity of American seed to distribute in this district.

I think that it will be worth while for the Manchester Association to import a few bales of the cotton grown here from native seed, for anyhow it is as good as that of Surat.

I am happy to remark that the Turkish Government has sent orders to these parts for the cultivation of cotton; and that all cotton produced on hitherto waste land shall be exempt from the tithes.

*Tobacco.*—The tobacco produced is of a good quality, but not grown to an extent for more than is required for local consumption.

*Colocynth.*—The crop this year has failed.

*Oranges.*—The Jaffa Oranges are very fine, and famous for their large size and superior flavour. The oval, or egg-shaped orange, called "Shamootee," which is of a thick rind and bears a long voyage, has been exported in large quantities during the last six years, since the trade has been permanently established, for the Greek fruiters come here regularly every year. And the proprietors of the orchards are turning their attention particularly towards planting orange trees instead of other fruit trees, on account of the handsome income; indeed, such property has much increased in value within the last few years.

*Grapes, Pomegranates, Apricots, Water Melons, Lemons, and other Fruit* grow luxuriantly, and are generally shipped to Egypt and different ports of Syria.

*Wool.*—The wool is coarse, and has been exported chiefly to Italy and France unwashed; but when washed is sometimes shipped to England.

*Sheep Skins.*—Generally exported to Italy and France.

*Goat Skins.*—Are all made use of in the country for holding oil and other liquids.

*Cattle Bones.*—Those collected in this district are considered good, and sell in Hull at higher prices than those from South America.

### Population and Industries.

Only one census has been taken since the last twelve years by Mohamed Pacha, who had come to make a conscription for the army in 1851.

That census was of the male adult population only, but he took the books with him. I estimate the present population of Jaffa and its environs about 25,000 souls, including women and children, of which three-fourths are Mahomedans, and the rest Christians and Jews. The population is on the increase on account of commerce and employment.

*Mines.*—None.

*Factories.*—There are several factories for making soap from olive oil. The soap is chiefly for local consumption, and is exported to Turkey and Egypt only.

*Employment of the People.*—The principal employment of the natives is commercial and agricultural.

## Public Works.

*Roads.*—The roads are all natural.

*Railways.*—Not any yet; but everybody is looking forward with deep interest and eager expectation of a railway being constructed between Jaffa and Jerusalem, which has been projected lately by an English Company, and the road has been surveyed by engineers sent for the purpose, who have reported favourably, which, when executed, will be a great blessing to the country, by developing its resources and promoting its civilization and prosperity. It is the intention of the company to construct a breakwater or harbour in connection with the line, which can be easily made at no great outlay. It will be the only harbour on the coast of Syria. The native Christians, as well as Jews and Mahomedans, look upon such an undertaking as directed from heaven, inasmuch as it will facilitate the pilgrimage to the Holy City, Jerusalem, and all hope that the praiseworthy project will soon be realized.

*Canals.*—None.

*Bridges.*—There are two in this district, one over the River Awja and one over to River Rubeen.

*Telegraphs.*—There is none at present, but one in contemplation from Beyrout to this and Jerusalem.

## *Conclusion and General Remarks.*

Jaffa is advancing every year, and has much increased in prosperity during the last five years.

There are now three steam companies, viz., the Messagieres Impériales, the Austrian Lloyds, and a Russian company, and the boats of each touch here once a-week coming from Marseilles, Malta, Alexandria, Constantinople, Odessa, Trieste, Greece, Smyrna, Rhodes, Cyprus, and different ports of Syria, and leave for the same ports. This regular steam communication has materially increased commerce, offering great facilities. It is much to be regretted the line of English packets that used to run here and on the coast have been discontinued.

In conclusion, this town would advance and enlarge in size, but there is one drawback which is complained of by all, viz., the prohibition of building outside the walls of the city, by an order sent some years ago that no person be allowed to build outside except at a distance of 2,500 pikes from the walls or fortifications. This is a great nuisance, as the town is full. There is little accommodation for new comers; and were this absurd order done away with, numerous country houses or villas would be built on the surrounding ground by holders of property. What is much needed, also, is the opening of another gate to the town, as there is only one now, which is often impassable from the number of camels, &c., that crowd through, in and out.

The prospects for 1863 are very promising. On account of the timely rains, great hopes are entertained for a plentiful harvest.

Jaffa, January 27, 1863.

## RHODES.

*Report by Mr. Consul Callandrer on the Trade of Rhodes for the year* 1862.

In preparing a general report on the consular district of Rhodes great difficulty in some instances has been experienced in obtaining information which could be relied upon.

The local authorities make no statistics whatever, whereby the amounts and value of exportations and importations can be ascertained. Much of the information for compiling the trade and shipping returns has been obtained from the consuls of the different foreign nations, and from the agents of the steam packet companies, from merchants and shopkeepers, and from the list of arrivals and departure of vessels kept at the quarantine office. The amounts and values in the statements thus given vary considerably, notwithstanding the information contained in the following report is as correct, under the circumstances, as it is possible to make it.

The last general report made by my predecessor contains such a very full account of this and the other Ottoman Islands in the Archipelago, that I shall only allude to any changes which may have taken place since then.

I have not had an opportunity of officially visiting the different islands of my consular district, and I have only got information respecting several of them.

The consular district of Rhodes, comprises the Islands of Rhodes, Castel Rosso, Halki, Scarpantos, Cassos, Piscopi, Symi, Nissiros, Cos, Stampalia, Calymuos, Leros, Patmos, Nicaria, and several other small islands which are only inhabited during the summer.

The pashalic of the islands of the Ottoman Archipelago includes all the islands from Castel-Rosso to Thassos, and also Marmorice Bay, in Anatolia.

The seat of the government of this pashalic has been lately transferred to Mytilene. This change besides being very inconvenient for the transaction of consular business and public affairs in general, must be very prejudicial to the local prosperity of Rhodes.

The other changes which have taken place in this district since the last general report will be duly adverted to.

*Shipping and Navigation—British.*—The amount of British shipping engaged in the trade with Rhodes has always been small, being limited to vessels bringing coals for steamers, or arriving in ballast to load a few cargoes of valonea in the neighbourhood of this island. The amount of tonnage of vessels bringing coals has fallen off more than one half. Only two vessels of 383 tons shipped valonea last year for Great Britain, while in 1860 there were four vessels of 775 tons.

The following return shows the state of British shipping during the last five years :—

| Years | No. of Vessels | Tonnage | No. of Crews | Value of Imports | Value of Exports |
|---|---|---|---|---|---|
| 1858 | 6 | 2,066 | 94 | £3,200 | £50 |
| 1859 | 13 | 2,458 | 162 | 7,000 | 3,000 |
| 1860 | 14 | 3,950 | 152 | 8,600 | 13,600 |
| 1861 | 11 | 2,958 | 113 | 7,600 | 4,750 |
| 1862 | 4 | 1,082 | 40 | 1,859 | 2,500 |

*Foreign.*—In consequence of the difficulty experienced in coaling during the winter season, the Russian steamers ceased lately, as did the French about four years ago, to coal here. The Austrian steamers, which being small are unable to proceed on their voyage without renewing their supplying, alone continue to take coals here.

There is little to notice with regard to Turkish and other foreign shipping (sailing vessels) as most of them call here merely for commercial information, or for supplies, and those bound to Europe for bills of health. Their commercial transactions with this place are therefore extremely limited.

The following general return shows the state of the foreign shipping for the last five years :—

| Years | No. of Vessels | Tonnage | No. of Crews | Value of Imports | Value of Exports |
|---|---|---|---|---|---|
| 1858 | 724 | 165,145 | 14,059 | £110,000 | £102,590 |
| 1859 | 580 | 146,131 | 13,108 | 137,780 | 97,476 |
| 1860 | 480 | 135,915 | 18,660 | 118,040 | 90,000 |
| 1861 | 473 | 137,977 | 11,552 | 159,610 | 197,727 |
| 1862 | 396 | 137,969 | 11,335 | 132,979 | 60,833 |

No change has taken place in the number of steamers calling at Rhodes, with the exception of the Ottoman, which have been employed elsewhere, and have not performed regular voyages on this line as they used to do formerly.

Nearly all the Ottoman steamers which called here had troops on board for Egypt or Syria.

Although the steam navigation is comprised in the general return of foreign shipping, nevertheless, as most of the trade of Rhodes, with the exception of coasting is carried on by steamers, a separate return for the last five years is here given, which includes also the amount of specie imported and exported :—

Austrian Lloyds.

| Years | No. of Steamers | Tonnage | Importation | Exportation |
|---|---|---|---|---|
| 1858 | 59 | 27,286 | £26,850 | £19,280 |
| 1859 | 45 | 21,036 | 52,917 | 14,703 |
| 1860 | 54 | 33,155 | 40,860 | 30,170 |
| 1861 | 51 | 22,497 | 69,744 | 25,267 |
| 1862 | 48 | 25,997 | 81,688 | 38,620 |

French Messageries Imperiales.

| Years | No. of Steamers | Tonnage | Importation | Exportation |
|---|---|---|---|---|
| 1858 | 50 | 34,239 | £45,000 | £30,000 |
| 1859 | 51 | 36,675 | 76,600 | 72,626 |
| 1860 | 48 | 39,538 | 37,000 | 36,000 |
| 1861 | 50 | 44,280 | 25,840 | 35,500 |
| 1862 | 52 | 47,780 | 40,700 | 26,000 |

RUSSIAN STEAMERS.

| Years | No. of Steamers | Tonnage | Importation | Exportation |
|---|---|---|---|---|
| 1858 | 22 | 13,521 | £3,100 | £500 |
| 1859 | 60 | 37,750 | 22,000 | 21,500 |
| 1860 | 33 | 24,750 | 25,000 | 18,000 |
| 1861 | 51 | 37,546 | 22,833 | 16,830 |
| 1862 | 49 | 36,500 | 12,500 | 5,300 |

OTTOMAN STEAMERS.

| Years | No. of Steamers | Steamers | Importation | Exportation |
|---|---|---|---|---|
| 1858 | 74 | 30,000 | £29,000 | £18,500 |
| 1859 | 47 | 20,800 | 9,967 | 3,000 |
| 1860 | 42 | 20,000 | 12,000 | 5,000 |
| 1861 | 31 | 10,990 | 1,236 | 1,020 |
| 1862 | 17 | 8,760 | 800 | 500 |

Half the number of the steamers come from ports of the countries to which they belong, after touching however at intermediate places.

*Coasting.*—In the coasting shipping are included all the vessels trading between Rhodes and the Ottoman Islands, the coasts of Australia and Syria, whilst formerly the trade with Syria, which employs large vessels was considered as foreign, a circumstance which gives an increase in the tonnage of the coasting shipping as shown in the following return :—

| Years | No. of Vessels | Tonnage | No. of Crews. |
|---|---|---|---|
| 1858 | 1,024 | 10,987 | 5,142 |
| 1859 | 2,011 | 16,614 | 10,048 |
| 1860 | 2,448 | 18,400 | 14,100 |
| 1861 | 2,116 | 17,400 | 12,520 |
| 1862 | 2,060 | 33,208 | 9,149 |

*Sponge Fishing Boats.*—The following return gives the number of boats which have called here, or fished in the neighbourhood, during the last five years :—

| Years | No. of Boats | Tonnage | No. of Crews |
|---|---|---|---|
| 1858 | 276 | 1,659 | 1,734 |
| 1859 | 89 | 222 | 623 |
| 1860 | 67 | 400 | 439 |
| 1861 | 100 | 620 | 685 |
| 1862 | 69 | 380 | 490 |

*Condition of Harbour.*—The wretched condition of the harbour of Rhodes has been so fully described in the reports of my predecessor that it is superfluous to enter into further details on the subject. Suffice it to say that nothing whatever has been done to clean or deepen it ; it still continues to be the receptacle for the ballast of shipping, and of the filth of the town.

It is dangerous for vessels to try to enter this harbour in a south or

south-easterly gale of wind. At the beginning of last year two Ionian vessels, which under these circumstances endeavoured to enter it, were totally wrecked.

The steam packets being unable to anchor in the harbour are obliged to remain in the roadstead; they are often prevented from communicating at all with the island during stormy weather.

The Austrian steamers which must coal here are obliged to take refuge in Port Cavaliers (Aplotheka in the Admiralty chart) in Anatolia, about fifteen miles from here, where they are often kept several days waiting for fine weather, while the French and Russian steamers continue their voyage. There are instances of as many as four French steamers having consecutively passed this island without being able to communicate.

*Light.*—If the cleaning and deepening of the harbour of Rhodes is a local benefit which the Porte finds useless to grant, the establishment of a good light is of such importance for shipping in general, and especially for the many vessels which are obliged to take the channel between Rhodes and the mainland in heavy weather, that it is difficult to comprehend how this useful measure has not yet been adopted. The light now exhibited is so very weak that it can only be distinguished at short distances, and often it has been mistaken for the lights in the windmills situate on the low sandy point of Koum-Bournou, a mistake which at different times has caused vessels to strike on the Colonna rocks, and, in fact, last summer caused the stranding of two merchant vessels. Sometimes it is not lighted at all, a circumstance through which one of Her Majesty's vessels nearly struck on the rocks of the lighthouse itself. If accidents of this kind were to happen during the stormy weather of winter there would in all probabilities be an entire loss of property and life.

*Lighthouse.*—The lighthouse ought to be transferred to the Arab's Tower (about sixty feet higher) where a good light could be seen at a much greater distance, and in a greater radius than in its present position on the comparatively low tower of St. Nicholas (improperly called St. Elmo).

There ought also to be a leading red light at point Koum-Bournou. This flat sandy point is covered with windmills, the lights in which create confusion and lead to serious accidents, as I have already stated. A proper beacon on the Colonna rocks, and perhaps also on the Khator rocks, would prove of essential service.

No improvements in this respect can be expected from the local authorities. The following example shows the amount of confidence which can be placed in the measures adopted by the Turkish authorities at Rhodes for the benefit of shipping.

The above-mentioned Colonna rocks are almost level with the sea; there used to be a column standing on them (from which they derive their name); this column having been thrown down by the force of the sea, the local authorities replaced it after the stranding of the first vessel by another one of the same description, surmounted by a small metal flag or vane to which was hung a sheep bell, in order that its ringing at night during storms might warn navigators against danger. This precaution, however, did not prevent the stranding of the second vessel.

*Trade and Commerce.*—The trade of Rhodes is of the nature of transit, and not limited to the articles imported for the consumption of its inhabitants, or to the produce exported, but it comprises the trade of Anatolia directly connected with this port, such as Valonea (of which only 1,500 cantars, about eighty-three tons, are the produce of the Island of Nissiros), sesame seed, wax, storax oil, and other articles exported from Rhodes, which are the produce of Anatolia brought here to be shipped by steamers; it also comprises the re-exportation of goods to

to several of the surrounding islands, and to the neighbouring coast of Asia Minor.

Sponges which were formerly to a great extent exported through Rhodes, are now, in order to evade the payment of custom duties here, shipped direct from several of the islands to Syria, Trieste, and Marseilles; the vessels employed in this trade often bring back goods, so that the supplying those islands from here, has in a great measure been done away with.

*State of Trade.*—Trade in general has been very languid during the year. One of the principal causes was the rise on cotton manufactures at the beginning of the year, which at first prevented tradesmen, who feared a fall on the article, from purchasing goods at high prices, though they were afterwards obliged to submit to the necessity. Later, the expected reduction of the rates of the different coins induced them to restrict their commercial operations, as most of them trade with borrowed capital, and they apprehended being obliged to repay at the reduced rate of coins the amounts borrowed at high rates.

The imposition of additional, direct, and indirect taxes, (such as on salt and tobacco, and on the renewal of titles to property, and on leases), and the succession of two archbishops during the year have been the means of causing a decrease in various articles imported for local consumption, inasmuch as the inhabitants being under the necessity of paying the contributions to Government and to the archbishops with the little money they possessed, often had not the means of procuring, not only the comforts, but even the necessaries of life.

The prices of provisions have slightly increased, but since last October, in consequence of the lowering of the currency, they may be considered to have risen 10 per cent.

Table of the average market prices of provisions for local consumption, produce of Rhodes:—

| Names of Articles | Turkish Weights & Measures | English Weights & Measures | Currency | £ Sterling |
|---|---|---|---|---|
| Barley | Kilo | Bushel | P. 14 | 2s. 4d. |
| Beef | Oke | 2¾ lbs. | 3½ | 7d. |
| Biscuit | Cantar | 124½ lbs. | 75 | 11s. 6d. |
| Bread | Oke | 2¾ lbs. | 1½ | 3d. |
| Cheese | „ | „ | 7 | 1s. 2d. |
| Ducks | Each | Each | 8 | 1s. 4d. |
| Eggs | Dozen | Dozen | 3 | 6d. |
| Flour | Oke | 2¾ lbs. | 2 | 4d. |
| Fowls | Each | Each | 7 | 1s. 2d. |
| Fruit, fresh | Oke | 2¾ lbs. | 1 | 2d. |
| „ dried | „ | „ | 2 to 6 | 4d. to 1s. |
| Fresh fish | „ | „ | 6 | 1s. |
| Fuel.. Firewood | Cantar | 124½ lbs. | 6 | 1s. |
| Fuel.. Charcoal | „ | „ | 13 | 2s. 2d. |
| Geese | Each | Each | 20 | 3s. 4d. |
| Honey | Oke | 2¾ lbs. | 5 | 10d. |
| Lard | „ | „ | 6 | 1s. |
| Milk | „ | „ | 2 | 4d. |
| Mutton | „ | „ | 5 | 10d. |
| Olive Oil | „ | „ | 6 | 1s. |
| Pork | „ | „ | 4 | 8d. |
| Raki | „ | „ | 5 | 10d. |
| Turkeys | Each | Each | 45 | 7s. 6d. |
| Vegetables, fresh | Oke | 2¾ lbs. | ½ to 1 | 1d. to 2d. |
| Wheat | Kilo | Bushel | 24 | 4s. |
| Wine | Oke | 2¾ lbs. | 2½ | 10d. |

*Exports.*—There have been exported, the produce of this island, to the amount of about 9,000*l.* sterling. The only circumstance worthy of notice in the export of produce of this island from its novelty, is that during the year the bark of the pine tree to the amount of about 1,000*l.* has been exported for the first time; this bark is used in Scio and Syra for tanning leather, the exportation has however been prohibited by the Porte.

About 30 cantars madder roots of the value of 75*l.*, and cotton of the value of 250*l.*, have been exported for the first time.

The exportation of articles, the produce of Anatolia, has not been effected.

The subjoined Table shows the average market prices of the articles of exportation, the produce of Rhodes, during the year 1862 :—

| Names of Articles | Turkish Weights & Measures | English Weights & Measures | Currency | £ Sterling |
|---|---|---|---|---|
| Apricots (dried) | Oke | 2¾ lbs. | P. 6 | 1s. |
| Bark | Cantar | 124½ lbs. | 15 | 2s. 6d. |
| Cotton | Oke | 2¾ lbs. | 12 | 2s. |
| Figs | „ | „ | 2 | 4d. |
| Fresh fruits and vegetables | „ | „ | ½ to 1 | 1d. to 2d. |
| Honey | „ | „ | 5 | 10d. |
| Liquorice | Cantar | 124½ lbs. | 11 | 1s. 10d. |
| Madder roots | „ | „ | 265 | 44s. 2d. |
| Onions | „ | „ | 15 | 2s. 6d. |
| Oranges and Lemons | 1,000 | 1,000 | 100 | 16s. 8d. |
| Sesame seed | Kilo | Bushel | 44 | 7s. 4d. |
| Silk, raw | Oke | 2¾ lbs. | 240 | 40s. |
| „ thrown | „ | „ | 400 | 66s. 8d. |
| Silk-worm seed | „ | „ | 700 | 116s. 8d. |
| Valonea | „ | „ | 60 | 10s. |
| Wax | „ | „ | 25 | 4s. 2d. |
| Wool | „ | „ | 6 | 1s. |

There is no difference of note between the prices shown in the above return and those of the preceding year, with the exception of silk worm seed, which has declined more than one-half in consequence of less demand.

The following return shows the value of the articles, the produce of Rhodes, the Islands, Anatolia, and foreign countries, exported during the last five years, and the places where they were sent :—

| Countries to which sent | 1858 | 1859 | 1860 | 1861 | 1862 |
|---|---|---|---|---|---|
| | £ | £ | £ | £ | £ |
| Great Britain | 25,000 | 23,833 | 40,100 | 37,166 | 42,083 |
| France | 34,000 | 55,525 | 88,083 | 57,500 | 36,375 |
| Greece | .. | 1,042 | .. | 917 | 750 |
| Austria | 2,208 | 42,582 | 33,908 | 18,042 | 7,583 |
| Egypt | 1,950 | 2,542 | 350 | 1,252 | 3,250 |
| Turkey | 19,091 | 20,633 | 26,696 | 54,479 | 47,708 |
| Italy | 833 | 208 | 5,893 | .. | .. |
| Russia | .. | .. | .. | .. | 584 |
| Totals | £83,082 | £146,365 | £194,930 | £169,350 | £138,333 |

In the above amounts figures also the value of the sponges exported, which, however, are not sent *viâ* Rhodes, but from several of the islands for which there are no separate returns.

*Sponge Fishery.*—In the exports sponges form the principal article.

Of the sponges fished in 1861 one-fourth was sold in that year, and the remaining three fourths at the beginning of the year 1862.

From the fishery of last year, sponges to the amount of about 10,000*l.* only had been sold up to the middle of December, but in the course of the next fortnight the whole remaining stock was disposed of by the sponge divers.

The following Table shows the prices of sponges during the last five years, together with the value in round numbers of the sponges sold during each year :—

| Years | Average Prices per Oke, in Piastres | | | Total sums in £ Sterling of the total amounts sold | | | Total Amount |
|---|---|---|---|---|---|---|---|
| | Fine | Common | Coarse | Fine | Common | Coarse | |
| | | | | £ | £ | £ | £ |
| 1858 .. | 325 | 100 | 30 | 85,000 | 50,000 | 5,000 | 90,000 |
| 1859 .. | 365 | 115 | 33 | 41,500 | 60,000 | 6,000 | 107,000 |
| 1860 .. | 420 | 130 | 35 | 53,000 | 81,000 | 7,500 | 141,000 |
| 1861 | 450 | 120 | 60 | 41,000 | 63,000 | 7,000 | 111,000 |
| | 300 | 80 | 40 | | | | |
| 1862 | 200 | 30 | | | | | |
| according | .. | .. | 45 | 47,000 | 50,000 | 11,000 | 108,000 |
| to quality | 300 | 60 | | | | | |

Towards the end of the year the prices of fine sponges decreased from 5 to 10 per cent., according to quality, from the average prices given in the foregoing return. Common sponges, first quality, have risen about 10 per cent., in consequent of their being more in demand in Great Britain, while the the secondary qualities have decreased about as much. A decrease of 15 per cent. has taken place on coarse sponges.

The greater part of these sponges are shipped, more particularly so since 1861, direct from the smaller islands to Syra, Trieste, and Marseilles, to evade payment of the custom duties here.

Although sponges are usually valued at so much per oke, it is not often they are sold by weight. They are usually purchased at so much per piece of each kind, paying the same price for good as well as for bad, and sometimes in a lump, for which a price is fixed on between the vendor and the purchaser. Selling sponges by weight is almost done away with in consequence of the numerous frauds which the filling them with sand engenders. The two other modes of purchasing sponges are so difficult, that the best judge in this article on ten parcels purchased by him is mistaken on the real value of two of them.

The native merchants from whom sponge divers borrow money every year to defray the expense of their ventures, had either lost money by selling at low prices sponges purchased by them at high prices, or had their stock still on hand. In any case they were not in a position to find money easily for the usual advance to the sponge divers, although they lend it at usurious rates of interest. This circumstance prevented the boats from proceeding to the fishing grounds so early as in former years, and consequently to have a good fishing season.

The quantity of sponges fished last year can be fixed as follows : fine sponges 20 per cent. less than the fishery of the year 1861, and common one-third. Coarse, about the same quantity.

The 600 boats employed in the sponge fishery proceeded last year to the following places :—

| | | |
|---|---|---|
| Archipelago, Caramania, and Cyprus | 250 | Boats. |
| Island of Candia | 80 | „ |
| Coast of Syria | 50 | „ |
| Coast of Barbary . Mandruha | 120 | „ |
| Coast of Barbary . Bengazi | 100 | „ |
| Total | 600 | Boats. |

*Imports.*—The imports for local consumption have somewhat diminished, the import transit trade however may be said to be on the increase. Cotton manufactures for domestic use and re-exportation have been imported in nearly the same quantities as in former years, while on colonials (which are articles of luxury for many of the islanders) there has been a decrease of some importance on the quantities imported for local consumption. On colonials there is an advance of from 10 to 20 per cent. on the prices of the year 1861.

The subjoined Table shows the average market prices of the articles imported for local consumption and re-exportation during the past year :—

| Names of Articles. | Turkish Weights & Measures | English Weights & Measures | Currency | £ Sterling |
|---|---|---|---|---|
| Barley | Kilo | Bushel | P. 12 | 2s. |
| Butter | Oke | 2 lbs. | 18 | 3s. |
| Caps (Fez) | Each | Each | 12 | 2s. |
| Chain Cables | Cantar | 124½ lbs. | 200 | 33s. 4d. |
| Charcoal | „ | „ | 16 | 2s. 8d. |
| Cheese | Oke | 2¾ lbs. | 12 | 2s. |
| Cinnamon | „ | „ | 30 | 5s. |
| Cloths | Pic | 27 inches | 25 to 55 | 4s. 2d. to 4s 2d. |
| Cloves | Oke | 2¾ lbs. | 10 | 1s. 8d. |
| Coals | Ton | Ton | 270 | 45s. |
| Cochineal | Oke | 2¾ lbs. | 99 | 16s. 6d. |
| Coffee | „ | „ | 13 | 2s. 2d. |
| Copper, manufactured | „ | „ | 36 | 6s. |
| Cotton, raw | „ | „ | 14 | 2s. 4d. |
| Dye wood | „ | „ | 6 | 1s. |
| Fire wood | Cantar | 124½ lbs. | 4 | 8d. |
| Glass | Case | Case | 140 | 23s. 4d. |
| Grey goods | Pic | 27 inches | 1½ to 3 | 3d. to 6d. |
| Indigo | Oke | 2¾ lbs. | 200 | 33s. 4d. |
| Iron, English | Cantar | 124½ lbs. | 80 | 13s. 4d. |
| „ Russian | „ | „ | 100 | 16s. 8d. |
| Leather from France | Oke | 2¾ lbs. | 25 | 4s. 2d. |
| „ „ Greece | „ | „ | 23 | 3s. 10d. |
| „ „ Scio | „ | „ | 22 | 3s. 8d. |
| Linen | „ | „ | 4 | 8d. |
| Madapolains | Pic | 27 inches | 2 to 3 | 4d. to 6d. |
| Muslins | Piece | Piece | 20 to 25 | 3s. 4d. to 4s. 2d. |
| Paper | Ream | Ream | 15 to 30 | 2s. 6d. to 5s. |
| Pepper | Oke | 2½ lbs. | 12 | 2s. |
| Pewter | „ | „ | 40 | 6s. 8d. |
| Pitch | Cantar | 124½ lbs. | 66 | 11s. |
| Planks (according to size) | Each | Each | 3 to 6 | 6d. to 1s. |
| Printed Calicoes | Pic | 27 inches | 2 to 4 | 4d. to 8d. |
| Pulse (Beans, Pease, Lentils, &c.) | Oke | 2¾ lbs. | 1½ to 2 | 3d. to 4d. |
| Rice, from Egypt | „ | „ | 2½ | 5d. |
| „ „ Italy | „ | „ | 3 | 6d. |
| Rope, tarred | „ | „ | 8 | 1s. 4d. |
| „ untarred | „ | „ | 6 | 1s. |
| Rum | „ | „ | 5 | 10d. |
| Sail Cloth | Pic | 27 inches | 1½ to 2½ | 3d. to 5d. |

| Names of Articles. | Turkish Weights & Measures | English Weights & Measures | Currency | £ Sterling |
|---|---|---|---|---|
| Salt Fish | Oke | 2¾ lbs. | 3 to 8 | 6d. to 1s.4d. |
| Small Shot | „ | „ | 5 | 10d. |
| Soap | „ | „ | 6 | 1s. |
| Spirits (raki) | „ | „ | 3 to 6 | 6d. to 1s. |
| Sugar (beet-root) | „ | „ | 7 | 1s. 2d. |
| Sugar (brown) | „ | „ | 5 | 10d. |
| Tar | Cantar | 124½ lbs. | 74¾ | 12s. 5½d. |
| Tin | Case | Case | 180 | 30s. |
| Tobacco | Oke | Oke | 15 to 25 | 2s.6d. to 4s.2d. |
| Twisted Cotton | „ | 2¾ lbs. | 30 to 40 | 5s. to 6s. 8d. |
| Wheat | Kilo | Bushel | 25 | 4s. 2d. |
| Wine | Oke | 2¾ lbs. | 2 | 4d. |
| Woollen Manufactures | Pic | 27 inches | 3 to 6 | 6d. to 1s. |

Colonials, which formerly only came through Smyrna, are now also imported direct from France by steamers.

British manufactures, such as printed calicoes, madapolams, grey goods, and woollen stuffs, are imported *viâ* Smyrna.

The following return shows the value of the articles imported from each country during the last five years :—

| Countries from which received. | 1858 | 1859 | 1850 | 1861 | 1862 |
|---|---|---|---|---|---|
| | £ | £ | £ | £ | £ |
| Great Britain | 6,900 | 5,450 | 6,333 | 3,350 | 1,850 |
| France | 8,658 | 5,117 | 3,625 | 6,042 | 6,425 |
| Greece | 1,033 | 2,300 | 1,500 | 2,417 | 1,350 |
| Austria | 833 | .. | 333 | 667 | .. |
| Egypt | 3,858 | 5,025 | 4,575 | 5,716 | 6,683 |
| Turkey | 89,558 | 102,531 | 77,847 | 116,233 | 116,979 |
| Italy | 1,666 | 1,766 | .. | .. | 667 |
| Ionian Islands | 1,000 | .. | .. | .. | .. |
| Russia | .. | .. | .. | .. | 875 |
| Totals | £113,506 | £122,189 | £94,213 | £134,425 | £134,829 |

*Currency and Exchange.*—In the month of October last, by orders from Constantinople, the value of the Turkish lira was reduced from 110 to 100 piastres, thereby affecting the value of all the coins in circulation here.

The following Table shows the variations in the rates of coins during the last five years :—

| Coins | 1858 | 1859 | 1860 | 1861 | 1862 | |
|---|---|---|---|---|---|---|
| | | | | | From Jan. to October. | Actually |
| Turkish lira | 105 | 107 | 108 | 110 | 110 | 100 |
| Mahmudie | 100 | 100 | 110 | 110 | 110 | 68¾ |
| Pound sterling | 115 | 117 | 118 | 120 | 120 | 110 |
| Twenty francs gold piece | 92 | 94 | 96 | 96 | 96 | 86½ |
| Old Turkish gold dollar | 32 | 34 | 36 | 40 | 40 | 23 |
| New „ „ | 28 | 28 | 28 | 30 | 30 | 20 |
| Turkish silver roubles | 20 | 21 | 21 | 21 | 22 | 20 |
| Five franc piece | 21¼ | 22 | 23 | 24 | 24 | 21½ |
| Russia silver dollar | 17 | 17¼ | 17½ | 18 | 18 | 17¼ |
| Austrian two florins piece | 22 | 22½ | 24 | 25 | 25 | 22½ |

In the year 1859 the rate of the currency had also been lowered to the actual rates, but this measure was not in force more than three months.

Although the legal rate of the Turkish lira is 100 piastres, in wholesale commercial transactions it is valued at 110 piastres.

No rate of exchange exists between this and Great Britain. There is no bank at Rhodes. The only British merchant resident here is agent for the Smyrna branch Ottoman Bank.

*Weights and Measures.*—The following are the weights and measures in use here, and their English equivalents:—

| | | | |
|---|---|---|---|
| 1 Oke | equal to | 2·83 lbs. | avoirdupois. |
| 1 Cantar | „ | 124·457 lbs. | „ |
| 1 Kilo | „ | 0·36 | imperial quarter. |
| 1 Pic | „ | 26⅜ inches. | |

But, for commercial purposes—

| | | | |
|---|---|---|---|
| 1 Oke | is reckoned equal to | 2¾ lbs. | |
| 18 Cantars | „ „ | 1 ton. | |
| 1 Killo | „ „ | 1 bushel. | |
| 1 Pic | „ „ | 27 inches. | |

*Agriculture.*—Agriculture is in a most backward state, being carried on in the most primitive manner, and with the rudest implements.

The almost entire destruction of the forests by fire has been a severe blow to the fertility of this island. The soil is no longer manured or kept moist by the fallen leaves, whilst the rain finding no obstacle from the roots of the trees makes deep furrows, carrying away the soil and disfiguring the face of the country.

The few remaining woods ought to be looked after in some way or other, and the trees properly felled instead of being burned down as they continually are; if no efficient measures are adopted to prevent this havoc, Rhodes will become an arid rock like the surrounding smaller islands which were formerly, it would seem, well wooded and watered; notwithstanding, this island is still capable of producing, as in former times, cereals, fine fruits, vegetables, and other articles of prime necessity, in abundance; but everything is neglected, the inhabitants being content to raise just sufficient for their wants.

It is stated in former reports that the quantity of wheat annually grown on the island is insufficient for the consumption of its inhabitants; this statement is not quite correct, for besides no wheat being usually imported for local use, many boats belonging to the small islands, and especially to Halkai, smuggle out from the villages large quantities of this grain.

*Bark.*—A new article has been exported lately, viz., the bark of the pine tree, which is used at Syra and Scio for tanning leather. Its exportation however has been prohibited by the Porte, under the pretext that the peasants cut down the trees to procure the bark, although it cannot be taken from the fresh trees, but it can only be peeled from dead ones, or those of which the top branches have been burnt and the roots dried, many of these last are still to be found.

It is certainly not to be recommended that any permission should be granted to peasants which might induce them to destroy the trees for the sake of the bark, and thus convert the island into a barren rock, but at the same time a measure like the present is to be regretted, which without producing any real benefit deprive the poor peasants of a profit which would have rendered the burden of their taxes less onerous.

*Cotton.*—For the first time some cotton has been exported from Rhodes. A sample was sent to Messrs. Ede, Brothers and Co., of

Manchester, in September last, who state that the quality is first Turkey, and the colour really beautiful, but, that it appeared so good and clear that they consider it impossible to find a whole bale so clear of seed, leaves, and other extraneous substances. A circumstance, however stated by them diminishes the value of the cotton grown here, such as it is now, and which is quoted at 1*s.* 7*d.* to 1*s.* 8*d.*, and that is the mixture of the long with short staple cotton, which the peasants are not in the habit of keeping apart when the crop is picked.

At a time when the supply of cotton excites so much public interest, I think it useful to offer the foregoing remarks on the Rhodes cotton, but I feel obliged to add that the quantity grown is so small that no further notice can be taken of it, unless foreign speculators should find it remunerative to make plantations on a large scale.

*Madder Roots* grown here in small quantity have been also for the first time exported. The quality appears to be good, and the soil of various parts of the island seems well adapted to its cultivation, which, if planted by peasants, might be a source of great revenue for them; but they are so inimical to the introduction of new systems that I am almost convinced no notice whatever will be taken by them of the benefits to be derived from the cultivation of this root.

*Oranges and Lemons*, which were exported yearly to the average amount of 1,500*l.*, are now for the first time attacked with a sort of oidium which threatens to destroy the greater part of the produce. No remedy has been found for this blight, the signs of which were visible last year on the fig trees.

An exhibition of the raw and manufactured produce of the Turkish empire is about to take place at Constantinople. I have seen the articles the growth, and manufacture of Rhodes, and of some of the surrounding islands intended to be sent to the capital, but there was really nothing which merited special notice. It is to be hoped that the novelty of this exhibition, and the publicity thus given to the capabilities of Turkey, will be the means of further calling forth and developing its latest resources.

*Population and Industries.*—So far as I have been able to ascertain the population of the island does not exceed 30,000 souls, in the following proportions :—

| | |
|---|---|
| Europeans..... | 500 |
| Turks ..... | 6,500 |
| Greeks ..... | 21,000 |
| Jews ..... | 2,000 |
| | 30,000 |

The population of the villages amounts to about 16,000.

Every year a great number of artisans and labourers from the different villages emigrate to Anatolia, where they find more remunerative employment, and where some of them finally settle.

The Greeks living in the suburbs of the town number 6,000, they are mostly small shopkeepers, artisans, and sailors.

Of the Turkish population about 800 individuals are scattered about in the villages, engaged in agriculture, the remainder are chiefly employed in the cultivation of their gardens in the vicinity of the town, and in various trades.

The great body of the Jews, who all live within the fortifications are shopkeepers and porters. by the last the entire work of the port is carried on. The Europeans exercise various kinds of professions and trades.

The only industrial establishment requiring mention is a filature near the town, the property of a Frenchman, but it has not been working for some years past.

The character of the Rhodians is so indolent that rather than work they prefer suffering cold and hunger. As an instance, the proprietor of the above-mentioned filature could not induce the Greeks to work in it though he offered good wages. He was obliged in consequence to bring, at heavy expense, thirty-six Maronites from Syria.

*Public Works—Prisons.*—It is satisfactory to be able to report that the disgraceful state of the prison has now been remedied. A building, formerly the palace of the Grand Masters', has been repaired, so that instead of malefactors, and those condemned for political and other offences, being confined together they will now be kept separate.

This building was the more required as offenders are sent here from all parts of Turkey.

*Water Courses.*—No measures whatever have been taken to keep in order or repair the fountains and water-courses; the town and suburbs have therefore a scanty supply of water, and sometimes it is necessary to send to a considerable distance to procure sufficient for daily use.

*General Remarks.*—With respect to the different islands of the Archipelago in the jurisdiction of this consulate, I have only got information respecting a few, and I find that their trade has not altered materially since the last general report.

To be able to give a proper description and authentic returns of the trade and commerce of each will require a personal visit.

Rhodes, January 22, 1863.

## SAMSON.

*Report of Mr. Consul Barker on the Trade of the port of Samson for the year* 1861; *and on the Corn Trade for the six months ended June* 1862.

The gross returns show little increase in the value of goods and specie in imports and exports by steam vessels, being—

| | | | £ | s. | d. |
|---|---|---|---|---|---|
| In 1860 / In 1861 | Imports ..... | Goods and Specie | 451,858 | 8 | 0 |
| | | | 450,613 | 12 | 0 |
| In 1860 / In 1861 | Exports ..... | Goods and Specie | 510,182 | 7 | 0 |
| | | | 516,429 | 0 | 0 |

But in sailing vessels there has been a great increase in the exports of grain, principally wheat and barley, exported to Constantinople, Europe, and the Islands in the Archipelago.

| | | |
|---|---|---|
| In 1860 / In 1861 | Wheat and Barley | 48,474 kilos. of Constantinople.* |
| | | 183,040 „ „ |

And during the last six months there have been exported from January 1862—

Wheat and Barley..... 197,698 kilos. of Constantinople.

being eight times more than in 1862, when half the time (six months instead of twelve) is taken into consideration: and if the wheat and bulgour exported by steam vessels, 12,558 sacks, averaging 5 kilos. each, be added, the number of kilos. will be 242,380.

That the corn trade in this district was considerably on the increase was foreseen in my last report, but so great an augmentation was not to be expected. It has sprung up since 1859, during which year no wheat was exported, and only 400 kilos. of Indian corn. The exports of this last-mentioned article has not been on the increase, 60,000 kilos. only having been exported during the last eighteen months, principally to the British Isles.

The great demand for tobacco was an impediment to its cultivation, 61,629 bales of tobacco having been exported during the last eighteen months, of which 30,000 bales have left since last January, the proprietors and cultivators hastening to export before the cessation of the contract of the purchasers of the dues with the Porte, when an "arrangement" is generally made with the contractors, to the advantage of the exporters.

Now that the Porte has decided on levying its dues by one of its of its own own officers, and has made tobacco a monopoly, and the new "Regulations" have come into force (the 13th June, 1862), very little tobacco has come to the Custom-house, nearly all the produce of last year which existed in the country having been already exported.

The heavy consumption tax which has been now laid on tobacco (if maintained), will completely destroy its cultivation in this district; and Indian corn and other grain will be the only articles of export grown. The proposed "consumption tax" will fall 200 per cent. on the value of the leaf, and therefore there is no probability that the prices in Russia and Europe will admit of the merchants exporting the article; and consequently there will not be any advances made to the peasant, who cannot afford to plant without money in anticipation be given to them.

* 8 to the English Quarter.

The great quantity of grain exported in thirty months, at such an immense disadvantage as the want of the means of transport to the coast, by the absence of roads, points earnestly to the great necessity of a railway, or at least a carriage road, from this port to the interior of Asia Minor, where the cultivation of grain would be unlimited, if any certainty of the means of transport existed, and the whole districts of Amassia, Tokat, Marsovan, Sivas, Uzgat, Kaisseriah, and even Kharpoot, would send their corn, and grow any quantity that could be demanded. Were a railway made from Samsoon to Sivas, to replace the present tracks or pathways, which are almost impassable in winter, this port would become as important in the corn trade as Odessa. We have had for many months vessels lying here, some of them two months, and even three, waiting for their cargoes to come down from the interior, on horses, mules, camels, asses, and sometimes, but rarely, on bullock carts, these last principally from Marsovan.

If the Porte could see the immense advantage to its commerce, and the great mine of wealth which the formation of a railway to Sivas would open to its exchequer, all Europe would also be benefited by it; and if the railway be extended to Erzeroum, all the Persian trade would come to this port, which has now been proved to be an infinitely better one than Trebizond, no vessel having ever gone on shore here; and if no measures be taken by the Porte to cause this railway to be made, all the Persian trade, in process of time, will go through Russia to Poti.

In anticipation of this, since the month of June last, a new line of Russian steamers have begun to run between Constantinople, Batoum, and Poti, touching at Samson and Trebizond. One of the Turkish Steam Vessel Companies has discontinued running since last October. We have still the Turkish steamers (of the Mint) and the Austrians which come once a fortnight, and the French once a week. The Russian steamer now comes once every fortnight.

Samson, August 8, 1862.

## THESSALY.

*Report by Mr. Vice-Consul Suter on the Trade of Thessaly for the half-year ending 30th November, 1862.*

*Shipping and Navigation.*—The returns of shipping for the whole year, up to the present date, including the numbers given in the last half-yearly report, show a total of—

ARRIVED.

| Flag | Number of Vessels | Number of Crew | Tonnage |
|---|---|---|---|
| British and Ionian | 6 | 43 | 734 |
| Ottoman | 129 | 742 | 4,031 |
| Hellenic | 193 | 2,112 | 19,714 |
| Austrian | 22 | 735 | 7,506 |
| Italian | 25 | 221 | 3,567 |
| French | 5 | 88 | 1,166 |
| Russian | 15 | 896 | 6,500 |
| Total | 395 | 4,837 | 43,218 |

CLEARED.

| Flag | Number of Vessels | Number of Crew | Tonnage |
|---|---|---|---|
| British and Ionian | 5 | 43 | 734 |
| Ottoman | 161 | 873 | 4,395 |
| Hellenic | 190 | 2,094 | 19,564 |
| Austrian | 25 | 762 | 7,832 |
| Italian | 25 | 233 | 4,469 |
| French | 5 | 88 | 1,166 |
| Russian | 15 | 896 | 6,500 |
| Total | 427 | 4,989 | 44,660 |

All the British and Ionian vessels arrived in ballast, with the exception of one of the latter importing a cargo of oranges and lemons, valued at 40*l.* sterling. The exported cargoes by them consisted of wheat, barley, Indian corn, and bones, and were valued at 2,125*l.* sterling.

No account is obtainable of the nature and value of imported and exported cargoes of vessels under other flags except of the Italian ships, which, for the most part, arrived in ballast, to load wheat and other cereals; the approximate value of which exported by them amounted to 12,700*l.* sterling.

The Austrian Lloyds' steamers have continued their bi-monthly service between Constantinople and this port without interruption. In the month of July last the Hellenic steamers resumed the line, which they had temporarily abandoned, between the Piræus and the Greek ports, and Volo, Salonica, and Constantinople, and promise to continue it regularly. All these vessels have been doing profitable

business, and it happened not unfrequently, during the past spring and present autumn seasons, when commerce in this direction is most active, that, besides their being overcrowded with deck passengers, want of stowage room obliged their shutting out many goods which were offered for shipment at Volo. The definitive withdrawal, in May last, of the Russian steamers of the "Compagnie de Navigation et de Commerce," is felt to be a serious inconvenience to the local trade, by depriving it of the direct intercourse which they kept up between this port and Smyrna. The application mentioned in my last report as having been addressed by the merchants of Volo to the agents of the French "Messageries Imperiales," urging that the steamers of that establishment might replace advantageously the Russian steamers, has not been responded to. Only one of its vessels visited this port, incidentally, a few weeks ago, under a contract to load a parcel of silk cocoons, destined for transhipment at the Dardanelles direct to Marseilles by the French packet.

Representations have been made to me by native merchants, that the British steamers belonging to the Liverpool Companies, which, it is said, proceed periodically from Constantinople to Salonica, and thence to Smyrna and England, returning by the same round, would find advantage as well in the outward as the homeward voyages between Smyrna and Salonica, in calling at Volo. The distance between Salonica and Volo, under any circumstances, occupies from fourteen to sixteen hours steaming, while that from Volo to Smyrna, similarly, twenty-two or twenty-four hours; and the detention either way never need be other than very short at Volo. The expediency of connecting the line from Salonica with Volo to Smyrna, in the manner above suggested, might be pointed out to the notice of the "Liverpool Levant Steam Companies," and may deserve their consideration, as being calculated to secure benefit to them, as well as to promote the general interests of British commerce.

At the close of last year, I had to report, through Her Majesty's Consul at Salonica, the total loss, on the 27th of December, on the coast of Thessaly, at the western side of the Gulf of Salonica, of the British barque, "Nepaulese Ambassador," of North Shields, Mowet, master. The whole crew, twelve in number, excepting one, perished, and, as the vessel went to pieces immediately, no property was recoverable from the wreck. Several small country vessels met a similar fate on this coast at the same time; but I am not aware of any shipping casualties of any kind having occurred since within the limits of the Vice-Consulates under my direction.

Her Majesty's steam-ship "Medina,", Lieut. G. B. Wilkinson, R.N., commanding, on surveying service, arrived at Volo, on the 5th of September last, and has been engaged since in that duty for revisal of the charts of the Gulf of Salonica and its vicinity.

*Trade and Commerce.*—The causes referred to in the last half-yearly report as unfavourably affecting the trade,. have continued since to depress it. The orders prohibiting the circulation in the provinces of any coins other than those at legal rates, which has followed the withdrawal of the Caime's paper currency in the capital, must have gradually a beneficial effect here, by obviating the monetary fluctuation hitherto so fatal to all trading operations. The sudden application of this measure has created temporarily much general embarrassments in commercial affairs, and at the same time the scarcity of money, which at present continues undiminished, the pressure of taxes

to meet large demands from Government to the authorities, to defray pay and rations of the local garrisons, with the unsatisfactory results of the harvest, a partial failure of the later crops, and unsteady demand from abroad for the chief native products, have tended to restrict the means of all classes, and to limit every branch of trade.

Nevertheless, during the past four months, there has been more general commercial activity than at the same period last year; and the total estimated value of imports, amounting to 100,000*l.* sterling, shows an increase of nearly 30,000*l.* sterling over the importations of 1861. This excess is ascribed partly to the enhanced prices of some kinds of goods, especially of cotton manufactures, but is due also to a readier sale being found for most articles of general consumption.

The following have been the average current prices of principal imports:—

| Articles | Turkish Money | Turkish Weight or Measure | English Money | English Weight or Measure |
|---|---|---|---|---|
| | Piastres. | Per | £ s. d. | Per |
| British Bar Iron | 77 | Cantar | 1 3 0 | Ton |
| British Sheet Iron | 132 | ,, | 21 6 4 | ,, |
| Coffee | 12 | Oke | 4 7 3 | Cwt. |
| Refined Sugar | 6 | ,, | 2 3 7 | ,, |
| Tin Bars | 740 | Cantar | 6 2 4 | ,, |
| Tin Plates | 200 | Box | 1 16 4 | Box |
| Pepper | 10 | Oke | 3 13 0 | Cwt. |
| Cassia | 10 | ,, | 3 13 0 | ,, |
| Cloves | 10 | ,, | 3 13 0 | ,, |
| Russian Bar Iron | 110 | Cantar | 18 3 0 | Ton |
| Cotton Twist No. 16/24 water. | 37 | Oke | 0 2 2¼ | lb. |
| Cotton Twist No. 16/24 extra. | 40 | ,, | 0 2 6¼ | ,, |
| Rice, Italian | 3 | ,, | 1 2 0 | Cwt. |

I have stated before, that it is difficult to enumerate the different varieties and rates of British and foreign cotton goods. It will suffice to state, that they have advanced in proportion to the rise in cotton, and that the present selling prices of those adapted to the market are nearly double those of 1860.

The export trade, on the whole, has been less active than last year, the demand from abroad for cereals being on a smaller scale, and that for other articles of native produce having been confined to sheeps, wool and silk worm eggs. Silk cocoons to a large extent were sent to the French market, chiefly on speculation, but the sales in many instances have not realised remunerating profits.

The value of native products, exclusive of grain (as particularised in a detailed list which was furnished in the report for 1861), disposed of for local consumption, and sent out for the supply of the neigbouring provinces, is calculated this year at 100,500*l.* sterling, being a falling off in that item of 15,500*l.* sterling, compared with the year preceding.

The value of all products exported abroad, by land and beyond sea, is given at 152,000*l.* sterling, showing a deficiency upon the estimated amount of those of last year of 41,500*l.* sterling.

The average market prices of the principal exported articles have been—

| Articles | Turkish Money | Turkish Weight or Measure | English Money | English Weight or Measure |
|---|---|---|---|---|
| | Piasters. | Per | £ s. d. | Per |
| Wheat | 20 | Kilo | 1 11 10 | Quarter |
| Barley | 10 | „ | 0 15 11 | „ |
| Rye | 12 | „ | 0 19 1 | „ |
| Indian Corn | 10 | „ | 0 19 0 | „ |
| Sesame Seed | 40 | „ | 3 3 8 | „ |
| Sheep's Wool | 5½ | Oke | 0 0 4½ | lb. |
| Silk | 250 | „ | 0 15 11 | „ |
| Silk Cocoons | 60 | „ | 0 3 10 | „ |
| Silk Worm Eggs | 400 | „ | 1 5 5 | „ |
| Tobacco | 5½ | „ | 0 0 4½ | „ |
| Olive Oil | 6 | „ | 0 2 9 | Gallon |
| Cotton | 13 | „ | 0 3 10½ | lb. |

Some of these prices, compared with those of the past year, will appear to be lower than, or only equal to, those then current. In reality they are higher, the sales then made having been at the nominal or abusive value of the gold medjidyeh, or Turkish sovereign, of from 110 to 120 piastres, whilst the quotations above given are of sales at the fixed legal one of the Turkish sovereign of 100 piastres.

The following is a recapitulation of the comparison of the English with the Turkish weights, measures, and monies above given :—

400 drams..... = 1 oke.
140 drams..... = 1 lb. avoirdupois.
44 okes..... = 1 cantar.
8¾ kilos..... = 1 Imperial quarter.
100 piastres.... = 1 gold Medjidyeh or Turkish sovereign.
110 piastres.... = 1 English sovereign.

The working of the new treaty of commerce, which came into operation last March, does not appear to give entire satisfaction to the mercantile community here, less, I believe, on account of the nature of its stipulations, than owing to endeavours of the Customs' agents to stretch their interpretation to the utmost for their own or the Government's benefit. Thus, attempts have been made by the local Customs' administration to exact the payment of duties exclusively in Turkish gold and silver coin, of which the currency at present, in this direction, is extremely limited, and to refuse the old alloyed beshlik at its late value, or foreign coins at the mint rates; and although these demands have not always been insisted upon, their recurrence occasions discussion and much inconvenience. Foreigners in general complain, that the article regarding internal and retail trade exposes them to exactions which, as they are imposed often without any warning upon Ottoman subjects, with whom the former must be placed upon an equal footing, fall upon them suddenly, and necessarily defeat all traffic calculation.

The arrangements and heavy duties connected with the Government monopoly of tobacco, likewise are much complained of; and I am told that the nature and mode of its application have been found practically so vexatious, that its effect may go far to discourage and to diminish the future cultivation of that article in Thessaly.

*Agriculture.*—As represented in the last half-yearly report, the harvest did not realise the expectations formed of it from spring promise, and, finally, its results for all kinds of early grain yielded less than an ordinary average. The autumnal crops, especially those of

Indian corn, sesame seed, olives, and tobacco, at one time gave prospect of great and even extraordinary abundance; but, late in the season, the country was again afflicted with drought, and, owing to that cause, eventually, the two first-mentioned articles alone afforded an approach to fair returns. The following estimates of the quantities of—

| | | | | | |
|---|---|---|---|---|---|
| Wheat..... | 1,750,000 | kilos of Constantinople | = | 200,000 | Imperial quarters. |
| Barley..... | 600,000 | „ „ | = | 68,600 | „ „ |
| Rye..... | 100,000 | „ „ | = | 11,433 | „ „ |
| Indian Corn... | 400,000 | „ „ | = | 45,715 | „ „ |
| Sesame Seed... | 50,000 | „ „ | = | 5,715 | „ „ |

show a considerable deficiency upon those of the three first noted articles produced last year, and, on the other hand, a sensible increase upon those of the two last-mentioned.

Of other principal native products, the quantities were—

| | | | | |
|---|---|---|---|---|
| Sheeps' Wool..... | 500,000 | okes | = | 1,500,000 lbs. |
| Silk..... | 400 | „ | = | 1,200 „ |
| Silk Cocoons..... | 100,000 | „ | = | 300,000 „ |
| Silk Worm Eggs..... | 1,000 | „ | = | 3,000 „ |
| Tobacco..... | 700,000 | „ | = | 2,100,000 „ |
| Olive Oil..... | 2,500,000 | „ | = | 1,000,000 gallons. |
| Raw Cotton..... | 150,000 | „ | = | 450,000 lbs. |

Last year the olives gave no return whatever. The crop just secured, although less than a third of that which early appearances promised, nevertheless has yielded almost equal to an average. The other figures exhibit a decrease upon last year's quantities, except in silk cocoons and cotton. The latter then only gave 40,000 okes, or 120,000 lbs., while, under most unfavourable circumstances, the present crop has turned out 150,000 okes, or 450,000 lbs.

The efforts, which I have been making for four years past, towards promoting the extended and improved culture of cotton in this province, have only this year begun to hold out hope of success, and the subjoined extract of a letter to the Secretary to the Cotton Supply Association (*Annex* A.), to which I solicit reference), contains some particulars as to the prospects regarding it.

*Population and Industries.*—The project has not been revived, which was referred to in last year's report, relative to the formation of a company in England to resume the working of the argentiferous-lead mines, formerly in activity at the "Pelion Works" establishment, existing at Zaghorah, in the neighbourhood of Volo; and the works, upon which more than 40,000*l.* sterling was expended, must be fast deteriorating, and, if longer neglected, may become worthless.

I omitted to mention before, that a silk-reeling factory, belonging to some native merchants at Volo, situated at the village of Lehonia (the ancient Solcus), has been at work for three years past, under the direction of a French artizan from Lyons. The machinery is worked by water power, and the establishment employs fifty-eight persons, chiefly young girls. The silk wound off is of superior quality, and it is said that the establishment yields a fair profit.

*Public Works.*—There seems now a probability that the contemplated extension of the line of telegraph from Salonica to Larissa, to which I have alluded in former reports, will be carried out. The sum mentioned as having been subscribed by some of the inhabitants at Larissa towards that object, has been applied to the purchase of a convenient building in that town for the establishment, and I am informed that, the materials being obtained, the line will be at work ere long.

For the present, it is not intended to convey this beyond Larissa, but hereafter it may be carried to Yannina, and at the same time a branch wire will be brought to Volo. By many in Thessaly this project is looked upon with indifference, but the mercantile community view it with much satisfaction, and its importance and advantages, when in operation, no doubt gradually will be generally and fully appreciated.

The interest which Her Majesty's Ambassador at the Porte has been pleased to manifest in the question regarding the prohibition to build, referred to so often as the great bar to the development of the commercial prosperity of Volo, has been hailed with lively gratitude by all classes of its inhabitants, who now look forward with confidence to the early realization of the promise of its removal, which was given by his Highness the Grand Vizier to his Excellency.

Although it may be somewhat out of place to do so, I cannot omit alluding here to the necessity, which I have pointed out lately, for the establishment of a "Tidjaret Medjliss," or Commercial Tribunal, at Volo, which the increasing mercantile activity of the place renders indispensable. A petition on the subject recently was addressed by the inhabitants to Ismail Pasha, the present Governor-General of Thessaly, but as his Excellency treated the question with indifference on a former occasion, but faint hope is entertained of his putting in execution the order of the Porte for the establishment of the "Tidjaret Medjliss" at Volo, which I reported as having been received by his predecessor, Saib Pasha.

*General Remarks.*—The prevalence of brigandage throughout the country, during the spring and summer, was productive of serious impediments to trade, and the drought this autumn, besides injuring all the late crops, lasted so long that timely tillage was prevented, and seasonable labours threatened to become impossible.

Notwithstanding the recent events in Greece, which it was feared might favour the spread of brigandage, happily it has much diminished during the past two months, and the copious rains which have just fallen, will permit sowing and all usual field operations. On the whole, therefore, the present prospects in favour of trade and agriculture are more encouraging than they have been for several previous years.

Volo, November 29th, 1862.

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(Annex A.)—*Extract of a Letter from the British Vice-Consul of Larissa and Volo, to the Secretary to the Cotton Supply Association.*

The aspect of the cotton question generally, and the late demand for the article in the Levant, at prices unprecedented, has attracted universal attention, and inspired so much eagerness on the subject among cultivators here, that, notwithstanding the limited success of former trial-growths from foreign seed, and the unsatisfactory results of this year's local crop, a determination is expressed by all classes of agriculturists to appropriate a large share of their grounds, next season, to cotton culture.

I have represented, in former letters to you, that many of the experiments made with American seed in Thessaly gave no yield, either from the original seed sent out being old or damaged, or from that produced on the spot from trial-growths being injured by the native ginning. In papers published in your "Cotton Supply Reporter," I have remarked it as stated, that trials of Egyptian seed in other countries have not involved the same disappointment, which, in many instances, attended those with American seed, of not germinating, while the culture of the former appears to present fewer difficulties,

and to afford a quality of cotton which, although of lesser value than the latter, is equally well adapted to the English market. Thus, Egyptian seed would seem to be best calculated to aid the encouragement of cotton growth in Thessaly. These causes left very little foreign seed of any kind here for sowing last spring, but the state of the European cotton market induced ample plantings of the native article. At one time the crop everywhere was most promising. The excessive drought, which prevailed from early in August till the end of last month, defeated those favourable expectations, and, as few localities in the province present facilities for irrigation, the final result has been unsatisfactory, the total produce, estimated at less than a fourth of what had been hoped for, amounting only to 150,000 okes, or 450,000 lbs. Nevertheless, I am assured this disappointment will not deter large sowings in Thessaly next season of any available qualities.

The present selling value of Thessaly cotton is 13 to 14 piastres per oke, being, with export duty and all charges, delivered on board, 10*d.* to 10½*d.* per lb. The produce of the present year, for the most part, is being despatched upon orders, or for sale, to the Trieste and Marseilles markets.

Volo, November 26, 1862.

# UNITED STATES.

## BALTIMORE.

*Report of Mr. Consul Bernal on the Trade of Baltimore for the year* 1862.

Depending, as Baltimore does, on the South and West for the principal portion of her trade, and with her great arterial communication (the Baltimore and Ohio Railway), either totally interrupted, or liable to be stopped at any moment, during the past year, a considerable falling off in the amount of business transacted was necessarily looked for. The value of her imports consequently declined to 3,466,458 dollars, or nearly 40 per cent. less than in 1861. The stimulus given to exportation by the high rates of gold and exchange, and the consequent increase of prices of all commodities, carried the declared value of her exports to 10,346,164 dollars, or 11 per cent. less than in 1861, and 5½ per cent. less than in 1860.

The importations of coffee, guano, fish, iron, and salt, have largely decreased; whilst those of sugar and hides show an augmentation. The exports of bacon, cheese, corn, corn-meal, guano, lard, refined sugar, and soap, are in excess of 1861, while those of domestics, flour, oil meal, tobacco, and wheat, have decreased.

The following Tables show, firstly, the value of the foreign imports and exports during the last five years; secondly, a comparative statement of the principal articles exported to foreign ports for the past three years; and, thirdly, a comparative statement of the imports at the port of Baltimore during the same period.

Value of Foreign Imports and Exports, at the District of Baltimore, during the last five years.

| | Imports. | Exports. |
|---|---|---|
| 1858 | $7,954,422 | $10,235,890 |
| 1859 | 10,408,993 | 8,724,261 |
| 1860 | 9,379,121 | 10,913,170 |
| 1861 | 5,534,411 | 11,471,793 |
| 1862 | 3,466,458 | 10,346,164 |

*Exports from Baltimore.*

| Articles. | 1862 | 1861 | 1860 |
|---|---|---|---|
| Apples, barrels | 324 | 172 | 282 |
| Bark, oak, value | $66,363 | $60,000 | $59,450 |
| Bread, packages | 26,797 | 14,640 | 21,402 |
| Beef, tierces | 1,750 | 694 | 1,529 |
| Beef, barrels | 1,174 | 647 | 4,119 |
| Bacon, lbs. | 2,778,400 | 1,805,387 | 788,333 |
| Butter, lbs. | 300,000 | 320,215 | 572,216 |
| Cheese, lbs. | 192,627 | 123,526 | 173,200 |
| Corn, bushels | 879,781 | 742,272 | 442,443 |
| Coal, tons | 3,425 | 6,237 | 25,707 |
| Chairs, value | $10,000 | $13,500 | $14,166 |
| Cotton, bales | —— | $3,358 | lbs. 92,924 |
| Corn Meal, barrels | 29,380 | 17,936 | 48,101 |
| Candles, lbs. | 558,000 | 535,230 | 854,840 |
| Copper, lbs. | —— | 3,007,600 | 550,000 |
| Domestics, value | $50,000 | $262,000 | $526,951 |
| Duck, value | $10,303 | $22,196 | $27,967 |
| Fish, cod, value | $10,860 | $9,000 | $22,626 |
| „ Mackerel, barrels | 2,431 | 1,000 | 1,143 |
| Flour, Wheat, barrels | 361,158 | 375,658 | 386,029 |
| „ Rye, barrels | 221 | 876 | 512 |
| Lumber, value | $67,091 | $70,000 | —— |
| Lard, lbs. | 5,773,272 | 3,068,029 | 3,285,385 |
| Oil, Whale, gallons | 1,471 | 13,169 | 5,635 |
| „ Meal, lbs. | 12,624 | 348,500 | 40,292 |
| Pork, tierces | 39 | —— | 88 |

*Exports*—continued.

| Articles. | 1862 | 1861 | 1860 |
|---|---|---|---|
| Pork, barrels | 11,716 | 7,302 | 10,486 |
| Rye, Oats, & other small grain, bush. | 27,138 | 30,000 | 20,248 |
| Rosin, barrels | — | 9,500 | 21,695 |
| Rum, gallons | — | 2,580 | 4,217 |
| Rice, tierces | — | 1,544 | 2,075 |
| „ barrels | — | — | 4,294 |
| Spirit of Turpentine, gallons | — | 5,500 | 37,728 |
| Shooks and heads, packages | 40,000 | 45,170 | $107,541 |
| Staves, M. | 794 | 706 | 1,402 |
| Sugar, refined, lbs. | 980,235 | 329,625 | 1,585,944 |
| „ raw. | — | 591,309 | — |
| Soap, lbs. | 204,340 | 150,000 | 151,068 |
| Tobacco, leaf, hogshead | 48,831 | 78,237 | 70,124 |
| „ manufactured, lbs. | 152,614 | 225,991 | 537,209 |
| Whisky, barrels | — | 1,000 | gal. 83,000 |
| Wax, lbs. | 215 | — | 6,871 |
| Wheat, bushels | 515,281 | 795,635 | 570,969 |

*Importations.*

| Articles. | 1862 | 1861 | 1860 |
|---|---|---|---|
| Bark, Peruvian ceroons | — | — | 702 |
| Coffee, Rio, bags | 77,775 | 137,300 | 181,292 |
| „ La Guayra & Puerto Cabello | 350 | — | 887 |
| „ Porto Rico | — | — | 241 |
| „ Other ports | 1,101 | 1,904 | 1,712 |
| „ Coastwise | 794 | 600 | 6,259 |
| Cocoa, bags and quintals | 232 | 267 | 4,191 |
| Cocoa Nuts, M. | 1,117 | 1,253½ | 1,574 |
| Cotton, from New Orleans, bales | — | — | 1,089 |
| „ „ Mobile, „ | — | — | 3,971 |
| „ „ Charleston, „ | — | 1,129 | 7,212 |
| „ „ Savannah, „ | — | 6,682 | 11,356 |
| „ „ Apilachiola, „ | — | — | — |
| „ „ Other ports, „ | 12,000 | 21,555 | 26,129 |
| Copper, tons | — | — | 255 |
| „ bars | — | 168 | — |
| Logwood, tons | 185 | 103½ | 479 |
| Fustic, tons | 30 | 26 | 72 |
| Fish, from British Provinces:— | | | |
| „ Mackerel, brls. | 3,151 | 2,475 | 2,757 |
| „ Herrings, „ | 6,838 | 10,393 | 14,804 |
| „ Alecovies, „ | — | — | 1,188 |
| „ Codfish, tierces | 355 | 466 | 1,097 |
| „ „ qtls | 5,619 | — | 2,288 |
| „ from Domestic Ports:— | | | |
| „ Mackerel, brls. | 37,098 | 16,222 | 12,680 |
| „ Herrings, „ | 28,285 | 22,450 | 25,028 |
| Fruits, Lemons, boxes | — | 7,528 | 16,165 |
| „ Oranges „ | 10,295 | 30,445 | 57,662 |
| „ Figs, drums | 32,111 | — | 4,399 |
| „ „ cases | 354 | — | 1,017 |
| „ Raisins, casks | 31 | — | 4,050 |
| „ „ boxes | 23,650 | 50 | 51,040 |
| Guano, tons | 4,000 | 30,834 | 49,606 |
| Hides, from Buenos-Ayres / Monte-Video | 21,863 | 5,531 | 48,508 |
| „ „ Rio Grande | — | 7,129 | 8,497 |
| „ „ Pacific | 8,743 | 12,043 | 5,343 |
| „ „ Puerto Cabello | 574 | — | 2,271 |
| „ „ Other Foreign Ports | 1,920 | 1,092 | 1,257 |
| „ Coastwise | 136,211 | 409 | 6,347 |
| Horns, number | 25 | 9,000 | — |
| Iron, bars | 20,871 | 31,439 | 79,596 |
| „ pig, tons | 1,132 | 330 | 2,640 |
| „ bundles | 13,711 | 17,025 | 56,038 |

*Importations*—continued.

| Articles. | 1862 | 1861 | 1860 |
|---|---|---|---|
| Iron, railroad, tons | — | — | 349 |
| „ „ bars | — | 28,795 | 33,305 |
| Melado, hogsheads | 43 | 628 | 3,649 |
| Molasses, from Foreign ports, hhds. | 3,172 | 2,933 | 9,216 |
| „ „ tierces | 2,558 | 409 | 725 |
| „ „ brls. | 517 | 752 | 7,690 |
| „ Coastwise, hogsheads | — | 162 | 379 |
| „ „ tierces | — | — | 46 |
| „ „ barrels | 756 | 511 | 7,294 |
| Pimento, bags | 107 | — | 600 |
| Rice, tierces | 6 | 6,908 | 14,752 |
| Salt, from Liverpool, tons | 100 | 44 | 261 |
| „ „ sacks | 123,821 | 153,870 | 159,308 |
| „ Coastwise, sacks | 1,940 | 17,465 | 17,733 |
| „ Lisbon, Moys | — | — | 309 |
| „ „ St. Ubes, Moys | — | 1,272 | — |
| „ „ West Indies | 41,658 | 78,500 | 17,446 |
| Sugar, from Foreign ports, hogshds. | 26,616 | 13,195 | 33,827 |
| „ „ tierces | — | 211 | 1,361 |
| „ „ barrels | — | 225 | 10,594 |
| „ „ boxes | 5,899 | 13,349 | 31,162 |
| „ „ bags | 41,356 | 57,927 | 64,990 |
| „ Coastwise, hogsheads | 7,605 | 6,364 | 13,346 |
| „ „ casks | — | 82 | 327 |
| „ „ barrels | — | 1,308 | 2,158 |

Statistics of the dry-goods trade are not obtainable. Business, however, in this branch, was considerably in excess of 1861, and was done principally for cash. Large army contracts caused a good demand for coarse fabrics suitable for soldiers. The stock of all goods on hand is light.

The total importations of coffee from Brazil into the United States, for 1862, amount to 431,899 bags, against 901,868 in 1861. Deducting 163,887 bags (received in the latter year at ports south of Baltimore; none received in 1862), there remained 737,981 bags, showing a decrease in the imports for 1862 of 306,082 bags. This decrease is owing to the great rise in price.

The price of coffee, and stock in hand, at Baltimore, on January 1st, and December 31st, 1862, was as follows:—

| Date. | Stock. | Rio. | La Guayra. | Java. |
|---|---|---|---|---|
| January (duty 5 c. per lb.) | 15,000 | 18 à 20 | 22 à 23 | 25 à 26 |
| December „ „ | 1,700 | 30 „ 32 | 33 „ 0 | 35 „ 0 |

The receipts of grain, in the aggregate, have been fully equal to those of 1861. Of wheat there has been a falling off. Augmented supplies have come from Pennsylvania and Delaware, but the promise of large receipts from the west has been only realized to a certain extent, owing to the stoppage of the Baltimore and Ohio Railway. When, however, the absence of the Virginian crop, which is fully equal to 2,000,000 bushels, is taken into consideration, the business cannot be considered otherwise than favourable.

The supply of corn exceeds that of 1861 by upwards of half-a-million of bushels. There has been an increase in shipments to foreign ports, and a very large local demand, owing to the supplies taken by the Government.

The receipts of wheat and corn have been as follows:—

| | | Bushels. |
|---|---|---|
| WHEAT.—Receipts per Corn Exchange Books | | 2,263,312 |
| How disposed of:— | | |
| Taken by City millers | 1,592,400 | |
| Shipped to Foreign ports | 515,201 | |
| Shipped coastwise, and in millers' and dealers' hands | 115,631 | |
| CORN.—Receipts per Corn Exchange Books | | 3,220,189 |
| How disposed of:— | | |
| Ground by City millers | 300,000 | |
| Shipped to Foreign ports | 879,711 | |
| Taken for local consumption (including Government) | 1,206,139 | |
| Consumed by distillers | 250,000 | |
| Shipped coastwise, and stock in hands of dealers, &c. | 584,339 | 3,320,189 |

Comparative prices of wheat, on the 1st of each quarter, during the last two years:—

| | 1862 | | 1861 | |
|---|---|---|---|---|
| | Red | White | Red | White |
| | $ | $ | $ | $ |
| January | 1·28 to 1.35 | 1·10 to 1·50 | 1·12 to 1·25 | 1·25 to 1·50 |
| April | 1·24 „ 1·28 | 1·25 „ 1·55 | 1·10 „ 1·30 | 1.20 „ 1·60 |
| July | 1·10 „ 1·25 | 1·17 „ 1·55 | 1.20 „ 4.25 | 1·33 „ 1·55 |
| October | 1·30 „ 1·45 | 1·35 „ 1·65 | 1·10 „ 1·27 | 1·15 „ 1·50 |

Comparative prices of corn, on the 1st of each quarter, during the last two years:—

| | 1862 | | 1861 | |
|---|---|---|---|---|
| | Yellow | White | Yellow | White |
| | $ | $ | $ | $ |
| January | 59 to 63 | 60 to 65 | 60 to 61 | 62 to 64 |
| April | 50 „ 53 | 58 „ 60 | 59 „ 61 | 63 „ 65 |
| July | 50 „ 54 | 58 „ 60 | 47 „ 52 | 57 „ 62 |
| October | 69 „ 70 | 70 „ 73 | 58 „ 60 | 60 „ 63 |

The following Table shows the comparative receipts of grain during the last four years.—

| | 1862 | 1861 | 1860 | 1859 |
|---|---|---|---|---|
| Wheat, bushels | 2,263,312 | 2,635,865 | 2,839,977 | 3,604,000 |
| Corn, „ | 3,220,109 | 2,490,374 | 3,304,361 | 3,620,900 |
| Oats, „ | 1,274,720 | 1,353,101 | 1,086,750 | 950,476 |
| Rye, „ | 66,964 | 76,383 | 101,971 | 140,970 |
| Peas, „ | 12,000 | 10,000 | 10,000 | 6,400 |
| Beans, „ | 20,000 | 7,000 | 2,500 | 3,260 |
| Total | 6,857,185 | 6,572,723 | 7,085,559 | 7,786,006 |

The receipts of flour during the past year compare very favourably with those of 1861. In spite of the exclusion of Virginian wheat and flour, of the obstruction of the Baltimore and Ohio Railway, and of the inability of the Northern Central Railway to carry all the Government and private freight offering, nearly 80,000 more barrels have been imported than during the preceding year. Prices ruled steady from January to September, when the depreciation of the currency commenced to have its effect on the rates asked for this article.

The following Tables show, the number of barrels inspected, the

number exported, and the price of the different brands, on the 1st of each quarter, during the last four years :—

*Flour Inspections.*

| | 1862 | 1861 | 1860 | 1859 |
|---|---|---|---|---|
| Howard Street | 316,396 | 340,449 | 368,647 | 296,245 |
| City Mills | 374,140 | 308,589 | 299,927 | 356,391 |
| Ohio | 212,989 | 154,711 | 165,314 | 104,571 |
| Family | 64,107 | 86,655 | 132,627 | 106,176 |
| Total .. | 967,632 | 890,404 | 966,515 | 803,383 |

Comparative price of *Howard Street Super*, on the 1st of each quarter, during the last four years :—

| Date | 1862 | 1861 | 1860 | 1859 |
|---|---|---|---|---|
| | $ | $ | $ | $ |
| January | 5⅝ à 5¾ | 5½ | 5¼ | 4⅞ à 5 |
| April | 5⅛ „ 5¼ | 5¼ | 5⅜ | 5¼ „ 6¼ |
| July | 5⅜ „ 5½ | 5½ | 5¼ | 6¼ „ 6½ |
| October | 6⅜ „ 6¾ | 5½ | 5 | 5¼ „ 5⅜ |

Exports of flour from Baltimore during the last four years :—

| Destination | 1862 | 1861 | 1860 | 1859 |
|---|---|---|---|---|
| Great Britain | 57,335 | 74,632 | 74,098 | 10 |
| Hanse Towns | 2,485 | 2,722 | 256 | 50 |
| Holland | 2,994 | 1,774 | 1,140 | 480 |
| France | — | — | — | — |
| Brazil | 163,807 | 157,706 | 128,916 | 146,333 |
| River La Plata | 15,872 | 25,313 | 3,927 | 14,669 |
| British North A. Provinces | 28,817 | 21,598 | 41,976 | 61,126 |
| Venezuela | 1,962 | 300 | — | 2,910 |
| West Indies | 81,487 | 87,473 | 133,198 | 126,602 |
| Other Ports | 5,514 | 4,060 | 2,518 | 10,210 |
| Total .. | 360,273 | 375,658 | 386,029 | 362,399 |

*Guano.*—The trade in this article has so fallen off that only 4,000 tons (from the Carribbean Sea) have been imported, against 30,834 tons in 1861, and 71,614 tons in 1860. The agent of the Peruvian Government, finding his stock on hand too large, shipped 10,000 tons to Great Britain.

*Hides.*—The importations are slightly in excess of 1861, but considerably below those of 1860, and 1859.

Imports of Hides for 1862.

| | |
|---|---|
| From Buenos Ayres | 21,863 |
| „ Chili | 8,743 |
| „ Puerto Cabello | 1,574 |
| „ Penang | 1,874 |
| „ St. Domingo | 46 |
| Total, direct Foreign Imports .. | 34,100 |
| Coastwise, Foreign | 30,000 |
| Domestic Hides | 31,211 |
| City slaughter | 75,000 |
| Total, 1862 | 170,311 |
| „ 1861 | 166,095 |
| „ 1860 | 263,940 |
| „ 1859 | 270,039 |

**Prices have steadily advanced during the latter part of the year.**

Importations of foreign iron fell off during 1862, but there was a remarkable improvement in the home trade, and the prices rapidly advanced. The manufacture of Baltimore charcoal pig, which had nearly ceased, has taken a new start. Six furnaces are in blast, and the production was over 6,000 tons. The rolling mills are crowded with orders, and one firm turned out over 10,000 tons of plates.

Copper rose from 22 to 32½ cents per lb. during the year. One of the two smelting companies has, however, concluded to wind up. It was formerly (as long as it purchased the ore by the dry assay) very prosperous, and declared large dividends, but the eager competition which now exists has brought a change in the mode of purchasing ores, which is now done by the wet assay, and the company, finding they were not doing well, determined to stop while their capital was intact.

*Petroleum.*—14,767 barrels refined, and 13,813 barrels crude, have been received. The demand has always been in excess of the supply. There are seven manufactories of coal-oil here, and they have all been restricted in their working from the want of crude oil. The business will probably largely increase here owing to the favourable locality of Baltimore.

*Provisions.*—The continued absence of the Southern trade, the interruptions of the railroad, and the military restrictions put on business, have all combined to keep this branch in a languid condition. The large requirements of the Government, however, occasionally relieved the market, and the foreign exports show an increase.

Comparative Prices of Mess and Prime Pork, during each Quarter of 1862, and 1861.

| Months. | 1862 | | 1861 | |
|---|---|---|---|---|
| | Mess | Prime | Mess | Prime |
| | $ | $ | $ | $ |
| January | 12¾ à 13 | 9 à 9½ | 17½ à 18 | 14 à 0 |
| April | 13 „ 13½ | 10 „ 10½ | 18½ „ 19 | 14 „ 15 |
| July | 11½ „ 12 | 10 0 | 15½ „ 15½ | 10¾ „ 11 |
| October | 13½ „ 13½ | 10½ 0 | 14 „ 14½ | 11 „ 12¼ |

The export of tobacco shows a great falling off from 1861, the receipts having been about 9,000 hhds. less. The new crop in this State is estimated as low as 36,000 hhds., and that of Ohio at about the same as last year, 14,000 hhds.

TOBACCO STATEMENT.

January 1, 1862, Stock in Warehouses, and on Shipboard not cleared 6,470 hogsheads.

| | |
|---|---|
| Maryland | 41,493 |
| Ohio | 13,560 |
| Kentucky | 3,646 |

Exported, 1862.

January 1st, 1863, Stock in Warehouse and on Shipboard not cleared 9,722 hogsheads.

| | | |
|---|---|---|
| To Bremen | 15,172 | hogsheads. |
| „ Amsterdam | 6,318 | „ |
| „ Rotterdam | 12,557 | „ |
| „ France | 4,471 | „ |
| „ England | 3,836 | „ |
| „ Spain | 6,296 | „ |
| „ West Indies | 150 | „ |
| „ Other Foreign ports | 31 | „ |
| „ Coastwise and consumed | 6,616 | „ |
| | 55,447 | „ |

Prices of Maryland, Ohio, and Kentucky Tobacco, on the 1st January and 31st December, 1862.

| 1861 | Maryland | Ohio | Kentucky |
|---|---|---|---|
| January | ₰ | ₰ | ₰ |
| Inferior to common | 4 à 5 | 5½ à 6 | 8 à 8¼ |
| Middling | 6 „ 8 | 6½ „ 7½ | 9⅛ „ 10 |
| Fine brown, &c. | 11 „ 14 | 10 „ 13 | 17 „ 18 |
| December | | | |
| Inferior to common | 9 „ 10 | 9 „ 9½ | 13 „ 14 |
| Middling | 11¼ „ 13 | 10 „ 11 | 15 „ 16 |
| Fine brown, &c. | 16 „ 22 | 11 „ 16 | 23 „ 25 |

Inspections, Exports, and Stocks of Tobacco, at Baltimore, during the last four years.

| Years | Inspections Hhds. | Exports Hhds. | Stock Hhds. |
|---|---|---|---|
| 1862 | 58,599 | 55,447 | 9,722 |
| 1861 | 67,571 | 85,237 | 6,470 |
| 1860 | 92,838 | 68,338 | 24,500 |
| 1859 | 62,801 | 55,974 | 15,181 |

Imports of Sugar at Baltimore during the last four years.

| Years. | Coastwise. Hhds. | West Indies. Hhds. |
|---|---|---|
| 1862 | 7,605 | 26,659 |
| 1861 | 7,424 | 17,719 |
| 1860 | 13,346 | 34,827 |
| 1859 | 20,792 | 21,787 |

Stock, December 31st, 1862, 3,764 hhds., and 2,540 bags Brazil.

| | 1862 lbs. | 1861 lbs. | 1860 lbs. | 1859 lbs. |
|---|---|---|---|---|
| Domestic | 675,245 | 555,750 | 515,213 | 495,000 |
| Foreign | 422,370 | 850,070 | 513,175 | 805,000 |
| | 1,097,615 | 1,405,820 | 1,028,408 | 1,300,000 |

Stock on hand, 88,090 lbs.

Receipts of Wool during the last four years.

| | Bremen. Tobacco. | Rotterdam. Tobacco. | Liverpool. Grain. |
|---|---|---|---|
| January | .. | .. | 10d. |
| April | 20s. à 25s. | 25s. à 27s. 6d. | 7½d. à 9d. |
| July | 22s. 6d. | 25s. „ 27s. 6d. | 10d „ 11½d. |
| October | 32s. 6d. | 35s. | .. |
| December | 30s. | 32s. 6d. | 10d. |

*Freights.*—The rates, as a rule, have been low during the past year for large class ships. Small and medium class, and steamers of all kinds, have found a very remunerative business in Government employ. The following Table exhibits the rate of freight for tobacco, and grain, on the 1st of January, April, July, October, and December, during 1862:—

Number of Vessels, and Tonnage of ditto, built at Baltimore, during the last four years.

| | Vessels. | Tons. |
|---|---|---|
| 1862 | 19 | 4,696,4-95ths |
| 1861 | 15 | 3,346,12 „ |
| 1860 | 38 | 7,929,45 „ |
| 1859 | 38 | 7,710,65 „ |

The trade in British bottoms shows a slight increase over 1861, but is still less than in previous years. The following Table shows the movement in British vessels during the last three years :—

| | | Number of Vessels | Tons. | Value of Cargoes |
|---|---|---|---|---|
| | | | | £ |
| British Colonies.. | 1862 | Entered 66 | 9,895 | 66,103 |
| | | Cleared 75 | 11,102 | 116,024 |
| British Colonies.. | 1861 | Entered 67 | 10,146 | 30,250 |
| | | Cleared 68 | 8,078 | 127,708 |
| British Colonies.. | 1860 | Entered 94 | 12,819 | 97,916 |
| | | Cleared 100 | 13,436 | 156,052 |
| United Kingdom.. | 1862 | Entered 9 | 4,179 | 13,062 |
| | | Cleared 16 | 6,529 | 92,932 |
| United Kingdom.. | 1861 | Entered 7 | 3,630 | 8,207 |
| | | Cleared 12 | 5,063 | 89,958 |
| United Kingdom.. | 1860 | Entered 3 | 1,905 | 23,540 |
| | | Cleared 14 | 4,751 | 44,375 |
| Indirect Trade.... | 1862 | Entered 29 | 5,419 | 142,207 |
| | | Cleared 15 | 2,012 | 35,270 |
| Indirect Trade.... | 1861 | Entered 20 | 4,105 | 95,646 |
| | | Cleared 14 | 3,348 | 59,168 |
| Indirect Trade.... | 1860 | Entered 37 | 9,136 | 78,125 |
| | | Cleared 13 | 3,201 | 21,458 |

The shipowners of this city have had a decided advantage over those of other ports, from the fact that the Confederate Government gave orders to its vessels of war and privateers to respect Baltimore ships. The only instance of one having been molested was in the case of the schooner "Union," bound to Jamaica, with a cargo on British account, protected by a certificate of the fact from this Consulate (which was duly respected). In this case the "Alabama" took a ransom bond for the vessel, payable at the conclusion of the war. It was stated (I do not know on what foundation, or with what truth), in mercantile circles here, that the Confederate authorities had a list of the shipowners at Baltimore holding Union opinions, and that this vessel was on the black list. It may be, however, that the fact of her being a Maine-built craft created a suspicion in Captain Semmes' mind as to the genuineness of her present ownership.

Sterling exchange opened in January at 110, and closed in December at 146 per cent., on a rising market. Money (currency) was plentiful during the year at 6 per cent.

According to each person's political opinions, so are his views respecting the future commercial status of Baltimore. My own idea is, that looking at her position, the healthiness of her climate, the rich country behind her, and her quick and cheap communication with the teeming West, she will necessarily, whenever, and in whatever manner, the present unhappy conflict is brought to a close, find each year enlarge and add to her prosperity.

Baltimore, January 30, 1863.

## BOSTON.

*Report by Mr. Consul Lonsada on the Trade of Boston for the year* 1861.

In making my annual report for 1861, I would premise that "Secession," so disastrous to business at the close of 1860 and resulted in open hostilities in April last, the country has since been distracted by a civil war, the duration of which no one anticipated. This war has almost exclusively engaged the attention of the people, and in consequence the ups and downs of merchandize and the movements of trade have possessed less than usual interest, although very marked changes have taken place in many articles.

*Labour.*—"The workshops have been drained of their surplus labour to fight the battles of the Union, manufacturers have been employed on material for the army and navy, neglecting to a great extent all preparations for the demand from other quarters, and the surplus savings of the people have been freely given to the Government, and both men and money will continue to be freely given before admission is made that the present boundaries are the boundaries of more than one nation." (From Report of Boston Board of Trade.)

Anticipation as to the results of the war on the trade have not as yet been realized. There is of course a considerable falling off in many branches, but the business of the year has, in fact, exceeded expectations, and the disasters so confidently predicted have not been realized to their full extent.

*Flour and Grain.*—The flour and grain has been less depressed by the war than any other branch of business. The large crops of the west and south-west, and the surplus of old wheat and corn left over last year, have come forward in larger quantities than ever before known: a great deal of the flour seeking a market in this direction that heretofore went south. Our railroads have been crowded to their utmost capacity, and were tasked to such an extent that freights on merchandize have more than doubled from different points west. The demand for Europe has been quite equal to the large receipts, and the exports from this country to France, Great Britain, and the Continent, comprising for the first four months 1,178,000 barrels flour, 15,950,000 bushels wheat, and 4,825,000 bushels corn, not only imparted considerable life to the trade, but have given a vast amount of employment to the shipping. Boston has not profited so much as New York by this trade, on account of the increased cost of transportation of breadstuffs to this market from the interior.

*Southern Produce.*—The receipts of some articles of Southern produce show a large falling off during the year, as follows:—

| Articles | | 1861 | 1862 | Decrease |
|---|---|---|---|---|
| Cotton | Bales | 191,777 | 381,999 | 190,189 |
| Rice | Casks | 3,601 | 9,570 | 5,969 |
| Rosin | Barrels | 21,136 | 71,956 | 50,820 |
| Turpentine | „ | 842 | 5,253 | 4,411 |
| Spirits of Turpentine | Gallons | 8,250 | 28,910 | 20,661 |
| Pitch | Barrels | 2,353 | 3,165 | 812 |
| Tar | „ | 18,906 | 19,101 | 195 |

The price of these articles have advanced to unusually high figures. The value of cotton has increased full 100 dollars a bale.

The value of some few leading articles of domestic produce received has been as follows:—

| Articles | 1861 | 1860 |
|---|---|---|
| | $ | $ |
| Cotton | 18,000,000 | 20,000,000 |
| Flour | 8,000,000 | 7,000,000 |
| Corn | 1,000,000 | 1,500,000 |
| Oats | 500,000 | 600,000 |
| Coals | 2,750,000 | 3,000,000 |
| Hides | 1,250,000 | 2,000,000 |
| Leather | 700,000 | 10,000,000 |
| Provisions | 2,500,000 | 3,000,000 |
| Naval Stores | 500,000 | 700,000 |
| Butter and Cheese | 2,750,000 | 3,500,000 |
| Wool | 700,000 | 600,000 |

*Calcutta Trade.*—The Calcutta trade shows a large falling off in nearly all articles of import. The Southern rebellion has interfered materially with the consumption of gunney cloths and bags, linseed, hides and skins, and the only articles benefited by the war are saltpetre and indigo, the demand for army blues forcing up prices of the latter to higher figures than ever before known in this market.

The demand for army goods has imparted considerable life to the manufacturing business during the past year, and boots and shoes, cotton and woollen goods, have been sold at very remunerative prices.

The export demand for cotton goods has been small compared with last year, but the advance in goods and in the raw material must have given manufacturers good profits, while the demand for woollen goods has taken the entire production of the New England mills to supply, leaving manufacturers at the close of the year with smaller stocks of goods on hand than for a long time past, and a large reserve of profits to commence the new year with.

*Boots and Shoes.*—The shipment of boots and shoes, mostly south and west, shows a falling off of 200,000 cases compared with 1860, and 292,000 cases compared with 1859; the quantity forwarded by water and railroad have been 458,000 cases against 658,000 cases in 1860, and 750,000 cases in 1859.

*Freights and Shipping.*—The large number of vessels taken by the Government for transports, in connection with the activity in grain freights, have given full and remunerative employment to the shipping interest for some time past, and, on the whole, the year compares favourable with previous years.

*Money Market.*—In January last the money market was fast recovering from the panic caused by the secession movements of the South, which were so disastrous to trade generally at the close of 1860; for the first six months of the year there was quite an unsettled feeling; capitalists, with abundance of money, moved with the greatest caution, and it was difficult to find any paper of a standard up to their ideas of "strictly first class," which alone they were disposed to negotiate. The consequence was, that a good portion of the merchandize sold on time heretofore has been disposed of for cash during the past year.

*Rates of Interest.*—The opening rates in January last were from 8 to 12 per cent.; from this point there was a gradual decline, touching before the close of June 5 to 6 per cent., and these figures have since been the current rates for first class paper.

*Suspension of Specie Payments.*—The close of the year, December 30, is marked by the suspension of specie payments by the banks of

Boston, New York, and Philadelphia, notwithstanding the amount of specie held by these institutions is quite large.

*Exports of Specie.*—The exports of specie have been as follow:—

1861..... $228,134 | 1860..... $1,666,547

*Foreign Vessels.*—The arrivals from foreign ports have been as follow:—

| Years | Ships | Barques | Brigs | Schooners | Total |
|---|---|---|---|---|---|
| 1861..... | 187 | 391 | 713 | 1,547 | 2,838 |
| 1860..... | 187 | 359 | 866 | 1,879 | 3,291 |
| 1859..... | 248 | 381 | 811 | 1,619 | 3,089 |

The foreign clearances have been as follow:—

| Years | Ships | Barques | Brigs | Schooners | Total |
|---|---|---|---|---|---|
| 1861..... | 129 | 294 | 699 | 1,609 | 2,731 |
| 1860..... | 122 | 359 | 850 | 1,907 | 3,228 |
| 1859..... | 177 | 380 | 657 | 1,572 | 2,886 |

*Steamers.*—Besides the above, 47 steamers have arrived during the year, and 46 have cleared.

*Coasting Vessels.*—Coastwise:—

| | | | | | |
|---|---|---|---|---|---|
| 1861..... | Arrivals..... | 6,741 | .. | Clearances..... | 5,411 |
| 1860..... | „ ..... | 8,892 | .. | „ ..... | 2,921 |
| 1859..... | „ ..... | 8,415 | .. | „ ..... | 2,958 |

*Boots and Shoes.*—Parties engaged in the boot and shoe trade looked forward to a very dull and unsatisfactory business in 1861, and made preparations accordingly, and have not therefore been much disappointed in the result.

Cleared at the Custom-house—

1861..... 87,164 cases. | 1860..... 195,191 cases.

The aggregate amount forwarded by water and railroad—

457,664 cases against
658,000 „ in 1860, and
750,000 „ in 1859.

*Cocoa.*—The import has been as follows:—

1861..... 5,749 bags. | 1860..... 6,347 bags.

*Coffee.*—This article has arrived sparingly during the year, and very full prices have been realized. The stock on hand, including 5,100 bags held by, were as follows:—

| | | | |
|---|---|---|---|
| In 1861 ..... | 6,038 bags. | .... | 800 pockets. |
| „ 1860 ..... | 2,279 „ | .... | 33,825 „ |

The exports to foreign and coastwise have been as follow:—

| | Foreign. | | Coastwise. |
|---|---|---|---|
| 1861..... | 5,854 | .... | 12,555 |
| 1860..... | 8,728 | .... | 30,727 |

*Copper.*—The highest and lowest prices have been as follow:—

| | Sheathing Copper. | | Metal. | | Jug. Copper. |
|---|---|---|---|---|---|
| | c. c. | | c. c. | | c. c. |
| 1861..... | 24 to 28 | .... | 16½ to 22 | .... | 17½ to 28 |
| 1860..... | 25 to 28 | .... | 19 to 21 | .... | 20 to 24½ |

*Cotton.*—Extraordinary prices have been obtained for cotton during the past six months of the year, particularly during November and December. The closing quotations for middling cotton was 37 cents. per lb.

| | Upland. | | Gulf. | |
|---|---|---|---|---|
| | c. | c. | c. | c. |
| Middling..... | 11¾ | to 37 | 12 | to 37½ |
| Good Middling..... | 12¾ | to 38 | 13 | to 38¼ |
| Middling fair ..... | 13¼ | to 39 | 13¾ | to 40 |

| | c. | c. |
|---|---|---|
| In 1861..... | 13¼ | to 40 |
| „ 1860..... | 12¾ | to 14 |

The stock on hand is 1,500 bales against 5,000 in 1860, 3,500 bales in 1859, 3,500 bales in 1858, 1,500 bales in 1857, 4,000 bales in 1856, and 4,500 bales in 1855.

The receipts have been as follow:—

| | Bales. | | Bales. |
|---|---|---|---|
| From New Orleans..... | 50,223 | From Halifax ..... | 20 |
| „ Mobile..... | 29,488 | „ Bermudas ..... | 1,524 |
| „ Charlestown ..... | 10,692 | „ Yarmouth, N. S. ..... | 31 |
| „ Savannah..... | 12,886 | „ Nassau, N. P. ..... | 1,495 |
| „ Apalachichola..... | 14,103 | „ Portland ..... | 168 |
| „ Texas..... | 18,623 | „ New Bedford ..... | 70 |
| „ Wilmington, N. C. .... | 5,199 | „ Providence, R. R. ..... | 12,951 |
| „ Norfolk ..... | 11,006 | „ Fall River, R. R..... | 1,940 |
| „ Baltimore ..... | 3,592 | „ Norwich & Worcester, R.R. | 485 |
| „ Washington, N. C. .... | 127 | „ Western R. Road..... | 4,793 |
| „ Philadelphia..... | 4,560 | „ Fitchburgh R. Road ... | 5,493 |
| „ Liverpool..... | 811 | „ Northern R. Road..... | 861 |
| „ Gonaives..... | 314 | | |
| „ Port-au-Prince..... | 75 | Total 1861..... | 191,777 |
| „ Port Paux..... | 45 | „ 1860..... | 381,966 |
| „ Key West..... | 200 | „ 1859..... | 323,694 |

The exports have been as follows:—

1861..... 18,946 bales. | 1860.... 10,403 bales. | 1859..... 8,768 bales.

*Domestic Manufactures.*—There was very little excitement in cotton goods the first six months of the year, the home and export demand having been quite limited, and prices steady at 8¾ to 9 cents. for standard heavy sheeting and brown drills.

*Exchange.*—Exchange on London has ruled comparatively low during the year, except within the past two weeks, during which time the war rumours have completely unsettled the market. The low rates from January to the middle of December are rather extraordinary, when considering that during the past eight months we have had scarcely any shipments of cotton, which in previous years has been the chief reliance to pay the indebtedness abroad. The butter and cheese of the New England and Middle States, and the hogs and breadstuff crops of the West, have, however, been shipped more extensively than ever before known, and furnished not only sufficient exchange to pay for the comparatively small importation of foreign goods, but kept the tide of specie in favour of the country almost throughout the year.

The first three months the current rates were 3 to 8 per cent. for bankers' sixty days' bills, ruling mostly from 5 to 6 per cent. during the time. From April to July the rates fluctuated from 5 to 8½ per cent., and from July to the middle of December from 7 to 9½, but the war rumours and suspension of specie payments at the close of the

year served up prices to 11 and 12 per cent. as the closing rate. The highest and lowest rates for some years have been as follows :—

1861..... 3 c. to 12 c. | 1860..... par to 10 c. | 1859.... 9½ c. to 10½ c.

*Flour.*—The past year has been a comparatively good year for the flour trade; and this article has perhaps felt the influence of the war less than any other, as the export demand for Europe has imparted considerable life and activity to the business. Prices have been rather more fluctuating, but on the whole a better range has been sustained.

*Grain.*—Corn has ruled lower than any previous year for ten years. In January last the current rates were 76 to 80 cents for good western mixed and yellow, but there was a gradual decline until August, when sales were made from 45 to 52 per bushel, the lowest point for many years.

*Gunny Bags.*—In February aad March some 7,000 bales were disposed of at 12 cents to 13 cents, but from April to October the demand for the article was very trifling.

*Gunny Cloth.*—This article from January to April, ranged from 9 to 10 cents cash.

*Hides.*—This article has touched a lower point the past year than since 1854, owing to the depression in the boot and shoe trade, and in consequence of the limited and unremunerative prices of leather.

*Hemp.*—But very little American hemp has been received during the year, and the sales have been only in retail lots. The stock in first hands is 60 bales against 125 bales in 1860, 1,000 bales in 1859, and 400 bales in 1858. Manilla hemp has been gradually tending downwards since 1854.

*Hops.*—Prices of this article have continued to rule high, ranging during the year from 15 to 30 cents. Present current prices of new crop are 18 to 20 cents per lb., at which the small lots ately taken by the trade have been sold.

*Ice.*—The clearance at the Custom-house during the year—

1861..... 99,770 tons. | 1860..... 142,463 tons. | 1859..... 129,403 tons.

*Iron.*—The highest and lowest prices of Scotch pig iron are as follow :—

| | | |
|---|---|---|
| 1861..... | $22·00 to $25·50 | per ton. |
| 1860..... | $23·00 to $28·00 | „ |
| 1852..... | $23·50 to $30·00 | „ |

The receipts of lead have been very light during the year. The highest and lowest prices :—

| | Galena. | | Foreign. |
|---|---|---|---|
| 1861..... | $4·85 to $7·00 | .... | $4·85 to $7·00 |
| 1860..... | $5·50 to $6·00 | .... | $5·57 to $5·75 |
| 1859..... | $5·75 to $6·12½ | .... | $5·55 to $6·00 |

*Linseed.*—The imports of linseed show a large falling off; but as many of the mills stopped a portion of the year, on account of the dullness of the oil market, the supply arriving has been equal to the wants of Crushers.

*Lumber.*—The exports have been as follow :—

| | Lumber. | | Shingles. |
|---|---|---|---|
| 1861..... | 22,708 lbs. | .... | 4,768 lbs. |
| 1860..... | 16,781 „ | .... | 3,594 „ |
| 1859..... | 21,105 „ | .... | 5,563 „ |

*Molasses.*—The price of this article has covered a wide range, touching a much lower point in June than has been current for up-

wards of ten years, and with an increased duty and light receipts jumping up to comparatively high figures in September and October.

| | Sweet. | | Sour. |
|---|---|---|---|
| | c. c. | | c. c. |
| 1861..... | 13 to 29 | .... | 12½ to 25 |
| 1860..... | 18 to 26½ | .... | 17 to 24 |
| 1859..... | 21 to 27 | .... | 19 to 25 |

*Naval Stores.*—The blockade of Southern ports, cutting off so completely supplies of tar, pitch, rosin and turpentine, has caused an extraordinary advance in these articles. Spirits of turpentine has ranged from 36 cents to 1 dollar 65 cents; tar, from 2 dollars 25 cents to 9 dollars; resin, common, from 1 dollar 20 cents to 6 dollars, No. 2, from 1 dollar 50 cents to 8 dollars, No. 1, from 2 dollars 42½ cents to 12 dollars; and pitch, from 1 dollar 90 cents to 6 dollars per barrel. The stock of spirits of turpentine and tar for a number of years, January 1st, has been as follows:—

| | Spirits of Turpentine. | | Tar. |
|---|---|---|---|
| 1861..... | 400 barrels. | .... | 1,200 barrels. |
| 1860..... | 700 „ | .... | 3,000 „ |
| 1859..... | 2,000 „ | .... | 2,500 „ |

The highest and lowest prices of spirits of turpentine and tar have been as follows:—

| | Spirits of Turpentine. | | Tar. |
|---|---|---|---|
| | Per Gallon. | | Per Gallon. |
| 1861..... | $0·36 to $1·65 | .... | $2·25 to $9·00 |
| 1860..... | $0·30½ to $0·50 | .... | $2·25 to $4·00 |
| 1859..... | $0·44 to $0·55 | .... | $2·50 to $3·25 |

The receipts of tar and turpentine:—

| | Tar. | | Turpentine. | | Spirits of Turpentine. |
|---|---|---|---|---|---|
| | Gallons. | | Gallons. | | Gallons. |
| 1861..... | 18,906 | .... | 842 | .... | 8,250 |
| 1860..... | 19,101 | .... | 5,253 | .... | 28,914 |
| 1859..... | 18,723 | .... | 6,469 | .... | 31,849 |

*Vegetable Oils.*—The consumption of linseed shows a considerable falling off compared with previous years.

The highest and lowest prices:—

| | Gallons. | | Gallons. | | Gallons. |
|---|---|---|---|---|---|
| | c. c. | | c. c. | | c. c. |
| 1861..... | 50 to 90 | 1860..... | 48 to 61 | 1859..... | 54½ to 75 |

*Fish Oil. Port of New Bedford, Massachusetts.*—The past year has been characterized by a large diminution in the whaling fleet, the decrease having been larger than in any year since 1858, when the number of vessels engaged in the business from the United States, of all classes, amounted to 654, with a tonnage of 203,148 tons. On the 1st of January, 1862, the number will be but 422, with a tonnage of 127,608 tons, a decrease in four years of 232 vessels and 25,540 tons. The decrease for the year has been 90 vessels and 31,138 tons, the decrease for the year ending 1860 was 57 vessels and 18,096 tons, for 1859, 56 vessels and 18,273 tons, 1858, 29 vessels and 8,033 tons.

The price of whale oil is not high enough to pay for the expense of catching it, although whalebone is greatly in excess of the price a dozen years since; owing to the numerous substitutes for oil as an illuminating substance, whale oil has been driven pretty much from the market for that especial purpose.

The vessels in port are in unusually large number, at this port alone there being 24 ships and 24 barques, and at all other ports 39 vessels —the purchases made by Government of old vessels to be sunk for the blockade of Southern ports having pruned out those needing heavy repairs.

*New Bedford.*—At present this city has in the whaling business 257 ships and barques, and one schooner, with a tonnage of 87,128 tons, a decrease during the year of 31 vessels and 11,532 tons.

All the vessels sailing from Fairhaven have been fitted for the Atlantic Ocean.

Not a single ship has been fitted for the Arctic, Ochotsk or Rodiak seas, from any port in the United States, during the year.

For the last three years the average quantity of oil taken in the North Pacific fishery was—

| | | |
|---|---|---|
| 1859..... | 176 vessels .. | 535 barrels. |
| 1860..... | 120 „ .. | 518 „ |
| 1861..... | 61 „ .. | 795 „ |

*Sperm Oil and Whalebone Imports.*—The imports of sperm oil for the year amount to 69,411 barrels, whale oil, 136,297 barrels, and 1,125,374 lbs. of whalebone. The imports in 1860 were 73,236 barrels whale oil, 140,176 barrels, and 1,363,718 lbs. of whalebone. A decrease for the year of 3,825 barrels sperm, 3,879 barrels whale oil, and 238,344 lbs. whalebone.

*Exports.*—The exports have been 37,547 barrels sperm oil, 48,525 barrels whale oil, and 1,075,000 lbs. whalebone. The exports in 1860 were 31,785 barrels sperm oil, 13,000 barrels whale oil, and 826,230 lbs. bone. A very gratifying increase this year of 5,762 barrels sperm oil, 35,525 barrels whale oil, and 248,770 lbs. bone.

The price of both sperm and whale oil and bone have been lower than in 1860. The average prices during the year have been, for sperm oil, 1 dollar 31½ cents per gallon, whale oil, 44⅞ cents per gallon, and whalebone 72⅞ cents per lb.

*Rice.*—Prices of this article have ranged from 3½ cents to 7 cents, the stoppage of supplies from the South having led to a considerable advance. The highest and lowest prices and the receipts have been as follows:—

| | Casks. | | Casks. | | Casks. |
|---|---|---|---|---|---|
| 1861..... | 3,601 | 1860..... | 9,570 | 1859..... | 8,865 |

Range of prices:—

| | c. c. | | c. c. | | c. c. |
|---|---|---|---|---|---|
| 1861..... | 3½ to 7 | 1860..... | 3½ to 4⅜ | 1859..... | 3½ to 4¾ |

*Saltpetre.*—The import of saltpetre into this market exceeds that of the previous year by 1,212 bags, and the imports into the United States by 7,993 bags; prices from 8 cents to 17 cents per lb.

The exports have been in—

| | Bags. | | Bags. | | Bags. |
|---|---|---|---|---|---|
| 1861..... | 200 | 1860..... | 762 | 1859..... | 613 |

The cargo sales of West India salt during the year have been at 1 dollar 37½ cents to 1 dollar 82 cents, and Liverpool, Cadiz, and Trapani, at 1 dollar 37½ cents to 2 dollars per hogshead.

Imports from England, 372,161 bushels; British West Indies, 228,284 bushels.

| | Bushels. | | Bushels. |
|---|---|---|---|
| 1861..... | 1,322,638 | 1860..... | 1,356,885 |

*Specie.*—The exports of specie has been as follows:—

| | $ | | $ | | $ |
|---|---|---|---|---|---|
| 1861.... | 228,134·08 | 1860..... | 1,666,547·00 | 1859.... | 6,049,420·56 |

*Wine.*—The imports of wine have been as follows:—

| | Gallons. | | Gallons. |
|---|---|---|---|
| From Spain..... | 17,991 | From Madeira..... | 355 |
| „ France..... | 10,950 | „ Sicily and other Madeira..... | 254 |
| „ Austria and other German States..... | 6,770 | „ Turkey in Asia..... | 137 |
| „ Two Sicilies..... | 5,294 | „ Other places..... | 149 |
| „ Holland..... | 2,574 | „ Claret..... | 1,213 |
| „ England ..... | 201 | Total 1861.. | 46,768 |
| „ British Guinea..... | 239 | „ 1860.. | 120,465 |
| „ Gibraltar..... | 344 | „ 1859.. | 119,738 |
| „ Azores..... | 179 | | |
| „ Sherry and St. Lucar . | 109 | | |

*Wool.*—Quite a revolution has taken place in the wool trade, the demand for army clothing having completely changed the value of the different grades. In previous years fine wool has been much sought for by manufacturers at from 15 to 20 cents per lb. advance on lower and coarser grades; but since April the demand has been almost exclusively for common and medium, these qualities selling for higher prices than could be obtained for fine. The sales in January were from 30 to 50 cents, for common and fine fleeces, and these prices continued to be the current rates in January, February, and March. In April, it became evident that the wants of the army would require considerable of the lower grades of wool, but the extent of these wants were not apparent at that time.

Manufacturers, looking forward to a very dull and unprofitable business, made preparations to suspend operations in all directions, and the consequence was a very rapid decline in prices, sales having been made in July at the low figure of 25 to 35 cents, and throughout August from 30 to 36½ cents per lb. It soon, however, became evident that the demand for army goods would tax the utmost capacity of the mills, and the rush for these goods has continued without interruption since, causing the common and medium grades of wool to advance to 50 and 53½ cents, some sales having having been made as high as the latter rate, while finer fleeces at the same time were sold from 45 to 47 cents per lb.

The operations in wool the past four months have been larger than ever before known in the history of the trade, comprising, of foreign and domestic, about 14,000,000 lbs.

The receipts of domestic show a large increase over previous years. The stock is estimated 1,800,000 lbs., fleece and pulled, against 2,000,000 lbs. in 1860, and 2,500,000 lbs in 1859. The receipts have been as follows:—

| | Bales. | | Bales. | | Bales. |
|---|---|---|---|---|---|
| 1861..... | 65,900 | 1860 ..... | 48,974 | 1859 ..... | 45,858 |

The sales the past four months add up some 19,000 bales, clearing the market of all desirable qualities, and including some considerable lots to arrive. Extensive purchases have also been made in European markets, and there will evidently be a large importation the coming year.

The imports of foreign wool have been as follows:—

| | Bales. | Quintals. | | Bales. | Quintals. | | Bales. | Quintals. |
|---|---|---|---|---|---|---|---|---|
| 1861.. | 13,578 .. | 5,097 | 1860... | 30,160 .. | 16,471 | 1859.. | 36,708 .. | 33,774 |

*Nova Scotia Trade.*—I wish to call particularly to your Lordship's notice the disastrous result of the war on the import trade from Nova Scotia. Before the commencement of hostilities, the Provinces made regular and extensive shipments of fish, potatoes, cordwood, lime, gypsum, &c., mainly consumed by the Southern States, their small craft running up into almost every bay along the New England seaboard, whence the produce was forwarded for consumption by the South per rail.

This trade has greatly diminished, and, without at present going into the details, I would state, that the result is nearly the cessation of trade, the deficit for 1861, as compared with the preceding year, amounting to fully 1,000,000 dollars (the war having existed eight months out of the twelve). The estimate for the coming year is, that the deficiency will be much greater—one item alone, which habitually enters at this port, viz., gypsum, or plaster, extensively used in the South, has fallen from 24,000 lbs. to 5,000 lbs. only.

Boston, October 18, 1862.

## BOSTON.

*Report by Mr. Consul Lousada on the Trade and Commerce of Massachussets for the year* 1862

The business of this State, notwithstanding the extraordinary proportions which the struggles for the Union has assumed, and the vast amount of human life and treasure sacrificed in its progress, has been quite satisfactory. The industry of Massachusetts, paralyzed for a short time at the commencement of the war, soon recovered from the depression, and a large portion of the people have been engaged either directly or indirectly in the struggle. Besides furnishing a full quota of troops, a large number of the citizens have entered the navy; a much larger percentage it is believed than any other State has furnished for that service; and a very large number has also been engaged in the manufacturing of woollens, clothing, boots and shoes, and other materials, without which an army could not be sustained in the field. Real estate has been somewhat depressed, some branches of trade have been in part or wholly suspended, many articles of import do not swell up so largely as in former years, but the result of the war, so far, has been to impart increased activity in many of the leading branches of manufacture, and, all things considered, the productive industry of the State was never more fully developed or more prosperous than at the present time. If, for instance, Lowell, Lawrence, and a few manufacturing towns were located in the South, with all the raw material in the possession of the Confederates, their army, instead of being, as is said, destitute of clothing, would be fully supplied, and it is evident that the manufacturing industry of Massachusetts, built up by the energy and enterprize of her citizens, has performed a very useful and indispensable part in the struggle.

For the first six months of the year there were few important movements in merchandize, but the enforcement of the Tax Bill, the changes in the Tariff, the advance in exchange, the depreciation of currency, and the consequent premium for gold, led to considerable speculation during the last six months, and caused sudden and rapid changes. The premium for gold is now in fact the great regulator of prices, and the fluctuations of that article influence trade very materially.

*Breadstuffs.*—The export demand of breadstuffs has taken off large quantities of wheat and flour, but the export trade, although stimulated by the high price of exchange, has not been marked with the activity of the previous year. Prices, however, have ruled higher from various causes. The railroads connected with the West have been so fully employed that rates of transportation have materially advanced, and the cost of flour on the seaboard has been greater than in former years. The home demand also, in consequence of the increased activity in all the manufacturing cities and towns has seldom been more active than during the past six months, and all desirable brands of family flour have found a ready sale at comparatively good prices. The exports from the country since the new crop began to arrive, comprising 394,928 barrels flour, 12,399,801 bushels wheat, and 3,273.815 bushels corn, since the 1st of September to date, against 1,178,000 barrels flour, 15,950,000 bushels wheat, and 4,825,000 bushels corn for the same period in 1861, shows that this trade is not only of great importance to this country but to Europe, whose deficient harvest this country has been able to make good.

*Provision Trade.*—The provision trade has been rather unsatisfactory during the year. The receipts show a considerable increase over last year in nearly all articles, but prices have ruled low, and with the exception of beef, which has been taken largely for army purposes, the trade has been comparatively dull. The exports to Great Britain have been very large, and have relieved the market of a good portion of its surplus stock, but the South is the great outlet for the "Hog crop," and its owners cannot hope for any decided improvement in the article until Southern ports are again open to the trade.

*Cotton and Turpentine.*—The operations of the army and navy have failed to secure as yet any considerable supplies of cotton and naval stores from the South, and these articles, which reached extraordinary high prices last year, have experienced even a greater advance during the present. Grades of cotton which were up to to 40 cents in 1861, and were thought to have touched as high a point as the article would bear, have, during the past year, been sold as high as 72 cents and 73 cents; and spirits of turpentine, which went up to 1 dollar 65 cents in 1861, has touched 2 dollars 70 cents in 1862.

*Comparative Value of Domestic Produce.*—The comparative value of some of the leading articles of domestic produce has been as follows:—

| | 1862. Dollars. | 1861. Dollars. | 1860. Dollars. |
|---|---|---|---|
| Cotton | 7,000,000 | 18,000,000 | 20,000,000 |
| Flour | 9,500,000 | 8,500,000 | 7,000,000 |
| Corn | 1,200,000 | 1,100,000 | 1,500,000 |
| Oats | 650,000 | 500,000 | 600,000 |
| Coal | 3,500,000 | 2,750,000 | 3,000,000 |
| Hides | 1,500,000 | 1,250,000 | 2,000,000 |
| Leather | 10,000,000 | 7,000,000 | 10,000,000 |
| Provisions | 3,000,000 | 2,500,000 | 3,000,009 |
| Naval stores | 400,000 | 500,000 | 700,000 |
| Butter and cheese | 3,600,000 | 2,750,000 | 3,500,000 |
| Wool | 13,900,000 | 7,000,000 | 6,000,000 |

*Calcutta Trade.*—The Calcutta trade again shows a falling-off in nearly all the items, but there has lately been an increased demand, and a larger importation is looked for in the coming year. Hides, skins, linseed, saltpetre, indigo, and gunny-bags have been sold pretty freely during the past six months for consumption, and have commanded very full prices, but the stock of gunny-cloth must continue to accumulate until Southern markets are open. The sugar and molasses trade show a considerable increase; the wool and other raw material used by New England manufacturers have been consumed quite largely.

*Fisheries.*—The fishing business has been comparatively successful. Most of the vessels engaged in this branch of trade have brought in good fares and a very satisfactory range of prices has been sustained throughout the year.

*Woollen Goods.*—The receipts of wool have been 99,603 bales domestic and 39,799 bales foreign, against 65,900 bales domestic and 31,678 bales foreign in 1861; and it is evident that the woollen manufacturers have been very freely employed during the year. The wants of the army and the increased consumption of woollens, on account of the scarcity and high prices of cotton goods, has taxed the energy and skill of the New England manufactures to the utmost; and there has not only been a larger increase in the quantity of goods produced, but the quality has been much superior to former years.

*Boot and Shoe Trade.*—The boot and shoe manufacturers have also been very fully employed. The shipments show an increase of 60,000

cases over last year; the quantity forwarded by railroad and water having been 518,000 cases against 458,000 cases in 1861, 658,000 cases in 1860, and 750,000 cases in 1859.

*Freights.*—The freighting business has been comparatively good, and notwithstanding Confederate privateers have caused at times more or less alarm by the boldness of their movements, all classes of vessels have been fully employed during the year. The number of small vessels taken up by the Government has caused a scarcity of this class, and in consequence coastwise freights have generally ruled much higher than in any previous year.

*Money.*—Money has ruled quite low during the year, the abundant supply of currency put in circulation by the Government in the shape of legal tender notes having fully supplied all the wants of the market at low rates. Most of the movements in merchandize have been for cash, and in consequence the amount of business paper offering during the year has been very small. First class paper has been readily taken at from 4 to 6 per cent., and capitalists have found it difficult to place their surplus funds at these low figures.

*Gold.*—The premium for gold has been gradually working up the past six months, touching 34½ per cent. in October last, the highest point reached. The current rates the past two months have been from 29 to 33⅜ per cent., closing at 32¼ to 33⅜.

The exports of specie have been as follows:—

| | From Boston. Dollars. | From New York. Dollars. |
|---|---|---|
| 1862 .. .. .. | 2,776,806 .. | 59,403,618 |
| 1861 .. .. .. | 228,134 .. | 4,216,250 |
| 1860 .. .. .. | 1,666,547 .. | 42,161,909 |
| 1859 .. .. .. | 6,049,420 .. | 60,684,528 |

*Entries and Clearances of Vessels.*—The arrivals from foreign ports have been as follows:—

| | Ships. | Barques. | Brigs. | Schooners. | Total. |
|---|---|---|---|---|---|
| 1862 .. .. | 191 | 309 | 694 | 1,807 | 3,001 |
| 1861 .. .. | 187 | 391 | 713 | 1,547 | 2,838 |
| 1860 .. .. | 187 | 359 | 866 | 1,879 | 3,991 |
| 1859 .. .. | 248 | 381 | 811 | 1,619 | 3,089 |

The foreign clearances have been as follows:—

| | Ships. | Barques. | Brigs. | Schooners. | Total. |
|---|---|---|---|---|---|
| 1862 .. .. | 118 | 273 | 724 | 1,804 | 2,919 |
| 1861 .. .. | 129 | 294 | 699 | 1,609 | 2,731 |
| 1860 .. .. | 122 | 359 | 850 | 1,907 | 3,238 |
| 1859 .. .. | 177 | 380 | 757 | 1,572 | 2,886 |

Besides the above, twenty-nine steamers have arrived during the year and twenty-seven have cleared.

Coastwise:—

| | Arrivals. | Clearances. |
|---|---|---|
| 1862 .. .. .. .. | 6,273 .. | 2,451 |
| 1861 .. .. .. .. | 6,741 .. | 5,411 |
| 1860 .. .. .. .. | 8,892 .. | 2,921 |
| 1859 .. .. .. .. | 8,415 .. | 2,958 |

*Coals.*—The prices of coal have been gradually working upward the past six months in consequence of the injury to the mines by freshets and the high rates of freight which have prevailed. Anthracite is now quite as high as at any time during the past ten years. The receipts of the year show an increase of 26,598 tons from foreign, and a falling off of 31,235

tons from coastwise ports. The highest and lowest prices have been for—

| | Anthracite. Per ton. | | Sydney and Picton. Per ton. | |
|---|---|---|---|---|
| | $ c. | $ c. | $ c. | $ c. |
| 1862 .. .. | 5 0 to | 9 0 .. | 4 50 to | 8 0 |
| 1861 .. .. | 5 0 | 6 50 .. | 4 0 | 6 0 |
| 1860 .. .. | 5 50 | 6 0 .. | 4 40 | 6 50 |
| 1859 .. .. | 5 0 | 6 50 .. | 4 15 | 6 50 |

The imports of foreign and domestic coal at this port have been as follows :—

| | Foreign. | Domestic. |
|---|---|---|
| From Great Britain .. | 18,534 tons .. | — |
| „ Provinces .. | 138,751 „ .. | — |
| „ Philadelphia .. | .. .. | 306,454 tons. |
| „ Alexandria .. | .. .. | 230 „ |
| „ Baltimore .. | .. .. | 30,743 „ |
| „ Other places .. | .. .. | 140,157 „ |
| Total— | | |
| 1862 .. .. | 157,285 „ .. | 477,580 „ |
| 1861 .. .. | 130,687 „ .. | 508,815 „ |
| 1860 .. .. | 138,895 „ .. | 584,408 „ |
| 1859 .. .. | 110,210 „ .. | 570,325 „ |

*Cocoa.*—The imports have been as follows :—

| | | | |
|---|---|---|---|
| 1862 .. .. | 7,166 bags. | 1860 .. .. | 6,347 bags. |
| 1861 .. .. | 5,749 „ | 1859 .. .. | 8,357 „ |

*Coffee.*—The advance in coffee from the current prices early in the year has been full 10 cents per lb. All kinds have arrived quite sparingly, and the transactions have in consequence been of a limited character throughout the year. Most of the St. Domingo received has been taken in bond for shipment to Europe. A comparatively small quantity of coffee now supplies the wants of trade, chicory, Canada peas, and other articles being used extensively as substitutes, and with supplies coming forward from Europe.

The sales of St. Domingo have been from 18¾ to 29 cents, Rio from 18 to 33 cents, and Java from 24 to 35 cents per lb.

The highest and lowest prices have been as follows :—

| | St. Domingo and Cape. | | Java. | |
|---|---|---|---|---|
| | c. | c. | c. | c. |
| 1860 .. .. | 18¾ to | 29 .. | 24 to | 35 |
| 1861 .. .. | 11 | 19 .. | 16 | 24 |
| 1860 .. .. | 11½ | 14¼ .. | 14 | 18 |
| 1859 .. .. | 9 | 11¼ .. | 13⅞ | 15 |

The stock as follows :—

| | | |
|---|---|---|
| 1862 .. .. | 2,381 bags. .. | 5,100 pockets. |
| 1861 .. .. | 6,028 „ .. | 800 „ |
| 1860 .. .. | 2,279 „ .. | 33,825 „ |
| 1859 .. .. | 3,700 „ .. | 49,656 „ |

The imports, calling two pockets of Java equal to one bag, have been as follows :—

| | 1862. | 1861. | 1860. |
|---|---|---|---|
| East India .. | Bags 7,580 .. | 41,549 .. | 12,512 |
| Hayti .. .. | „ 28,806 .. | 28,400 .. | 45,363 |
| Rio Janeiro .. | „ 4,921 .. | 12,388 .. | 8,000 |
| Manilla .. .. | „ .. .. | 36 .. | 6,160 |
| Other foreign ports . | „ 3,167 .. | 2,037 .. | 369 |
| Coastwise . .. | „ 5,089 .. | 7,623 .. | 2,858 |

| | | |
|---|---|---|
| Imports. | 1859 .. .. | 124,006 bags. |
| „ | 1858 .. .. | 145,440 „ |
| „ | 1857 .. .. | 100,867 „ |

The exports to foreign and coastwise ports have been as follows :—

| | | Foreign. | | Coastwise. |
|---|---|---|---|---|
| 1862 .. .. | Bags | 6,849 | .. | 3,691 |
| 1861 .. .. | „ | 5,854 | .. | 12,558 |
| 1860 .. .. | „ | 8,728 | .. | 30,727 |
| 1859 .. .. | „ | 13,680 | .. | 58,091 |

*Copper.*—The highest and lowest prices for some years have been as follows :—

| | Sheathing. | Metal. | Jug Copper. |
|---|---|---|---|
| | c. c. | c. c. | c. c. |
| 1862 .. .. .. | 26 to 28 | 21 to 32 | 21 to 33 |
| 1861 .. .. .. | 24 28 | 19½ 22 | 17 28 |
| 1860 .. .. .. | 25 28 | 19 21 | 20 24½ |
| 1859 .. .. .. | 26 27 | 19 22 | 22 25 |

*Cotton.*—The receipts of cotton during the past year have been very trifling, comprising an occasional lot captured in attempting to run the blockade, and some small lots from Europe, and by the way of the Northern and Western railroads. Prices have been quite fluctuating from day to day, but have reached a higher point the past two months than the most sanguine in the trade expected. Last year the article was forced up to what was then considered extraordinary high prices, but the rates lately current have been nearly double the highest prices obtained in 1861. The lowest point of the year was in March last; the successes of the army in the South-west, and the advance of the army of the Potomac inducing the belief that supplies were near at hand. Prices of middling declined from 36 to 37 cents in January last, to 20 to 24 cents early in March; but anticipated supplies were not forthcoming, and the tendency of the market was steadily upward the subsequent eight months, touching in November 69 to 73 cents for middling to good middling. For some weeks past the market has been quiet, and the closing rates of the year are 66 to 68 cents for middling to good middling. The highest and lowest prices obtained during the year have been as follows :—

| | Upland. | Gulf. |
|---|---|---|
| | c. c. | c. c. |
| Middling .. .. .. | 20 to 70 | 20 to 70 |
| Good middling .. .. | 23 73 | 23 73 |

The highest and lowest prices obtained in 1861 were as follows :—

| | Upland. | Gulf. |
|---|---|---|
| | c. c. | c. c. |
| Middling .. .. | 11¾ to 37 | 12 to 37½ |
| Good middling .. .. | 12¾ 38 | 13 38½ |
| Middling fair .. .. | 13½ 29 | 13¾ 40 |

The stock on hand is 500 bales against 1,500 in 1861; 5,000 in 8160; 3,500 in 1859.

The receipts have been as follows :—

| | Bales. |
|---|---|
| From New Orleans .. .. | 1,029 |
| South Carolina .. .. | 130 |
| Calcutta .. .. .. | 20 |
| Liverpool .. .. .. | 12,048 |
| Gonarves .. .. .. | 655 |
| Port-au-Prince .. .. | 660 |
| St. Domingo .. .. | 94 |
| Miragoane .. .. | 92 |
| St. Mare .. .. .. | 112 |
| Havana .. .. .. | 200 |
| Smyrna .. .. .. | 225 |
| St. Mauritius .. .. | 23 |
| Halifax .. .. .. | 72 |
| Surinam .. .. .. | 6 |
| Providence railroad .. | 10,274 |

| | Bales. |
|---|---|
| From Norwich and Worcester railroad .. .. .. | 3,803 |
| Fall River railroad .. | 410 |
| Lowell railroad .. .. | 362 |
| Northern railroad .. | 1,800 |
| Western railroad .. .. .. | 3,655 |
| Fitchburg railroad .. | 3,180 |
| Philadelphia .. .. | 57 |
| Portland .. .. .. | 4,547 |
| North Carolina .. .. | 39 |
| Total, 1862 .. .. | 43,493 |
| „ 1861 .. .. | 191,777 |
| „ 1860 .. .. | 381,966 |
| „ 1859 .. .. | 323,694 |

The exports from this port to foreign ports have been as follows :—

| | | | |
|---|---|---|---|
| 1862 .. .. .. | 251 bales. | 1860 .. .. .. | 10,403 bales. |
| 1861 .. .. .. | 18,946 „ | 1859 .. .. .. | 8,768 „ |

*Domestic Manufactures.*—The past has been a very prosperous year in the cotton-goods trade. The stock of goods in the hands of manufacturers was comparatively large early in the year; so much so that they have been able to meet the wants of the market with the limited arrivals of cotton. The export trade has been very trifling, and so far as the number of packages are concerned, the movements have been comparatively small; but the increased prices of goods—the advance in heavy sheetings, drills, and similar goods ranging from 10 to 15 cents per yard from the highest point last year—has made the business a very profitable one. These profits must, however, soon cease, as supplies of both cotton and goods are nearly exhausted, and future activity in this department must depend upon the success of the army in opening the cotton trade of the South. It is estimated that some 4,000,000 bales are now stored at the South, and no abatement can be looked for in the price of goods until this supply begins to come forward. The exports for the year have been quite small compared with previous years. They are as follows :—

| | | Boston. | New York. | Total. |
|---|---|---|---|---|
| 1862 .. | Packages | 2,065 .. | 6,919 .. | 8,984 |
| 1861 .. | „ | 18,419 .. | 55,695 .. | 74,114 |
| 1860 .. | „ | 35,804 .. | 86,059 .. | 121,863 |
| 1859 .. | „ | 33,362 .. | 74,549 .. | 107,911 |

To California the shipments have amounted to 166 packages against 6,115 packages in 1861; 6,367 packages in 1860; 6,800 packages in 1859.

The highest and lowest prices of sheetings and drills have been as follows :—

| | Sheetings. | | Drills. | |
|---|---|---|---|---|
| | c. | c. | c. | c. |
| 1862 .. .. .. | 13 | to 27 .. | 13½ | to 30 |
| 1861 .. .. .. | 8¾ | 16 .. | 8½ | 16 |
| 1860 .. .. .. | 8¼ | 8¾ .. | 8½ | 9 |
| 1859 .. .. .. | 8¼ | 9 .. | 8½ | 9 |

The exports have been as follows :—

| | Packages. | Value. $ | c. |
|---|---|---|---|
| To East Indies .. .. | 92 .. | 9,400 | 0 |
| Honolulu .. .. | 112 .. | 16,246 | 0 |
| Smyrna .. .. | 162 .. | 34,632 | 0 |
| Trieste and Smyrna .. | 106 .. | 13,412 | 0 |
| Brazil .. .. | 72 .. | 8,469 | 0 |
| Rio Janeiro .. .. | 390 .. | 45,625 | 0 |
| Pernambuco .. .. | 90 .. | 9,282 | 0 |
| Africa .. .. | 53 .. | 4,342 | 0 |
| Fayal and a market .. | 20 .. | 1,661 | 0 |
| New Zealand . .. | 5 .. | 420 | 0 |
| Liverpool .. .. | 3 .. | 455 | 0 |
| Marseilles .. .. | 1 .. | 306 | 0 |
| Cuba .. .. | 8 .. | 930 | 0 |
| Hayti .. .. | 536 .. | 90,959 | 0 |
| Provinces .. .. | 415 .. | 24,989 | 0 |
| Total, 1862 .. .. | 2,065 .. | 261,128 | 0 |
| „ 1861 .. .. | 18,419 .. | 1,112,253 | 0 |
| „ 1860 .. .. | 35,804 .. | 2,181,926 | 0 |
| „ 1859 .. .. | 33,362 .. | 1,974,403 | 34 |

*Dye-wood.*—The highest and lowest prices have been as follows :—

| | St. Domingo logwood. | Sapan wood. | Lima wood. |
|---|---|---|---|
| | $ c. $ c. | $ $ | $ $ |
| 1862 .. .. .. | 17 0 to 24 0 | 35 to 47½ | 45 to 90 |
| 1861 .. .. .. | 12 50 21 0 | 20 40 | 37½ 50 |
| 1860 .. .. .. | 13 0 17 0 | 40 45 | 52½ 75 |
| 1859 .. .. .. | 12 50 15 50 | 40 52½ | 65 87½ |

The imports have been as follows :—

| | | 1862. | | 1861. | | 1860. |
|---|---|---|---|---|---|---|
| Logwood . .. | Tons | 20,910 | .. | 14,210 | .. | 12,422 |
| Fustic .. .. | ,, | 308 | .. | 92 | .. | 384 |
| Fustic .. .. | Pieces | 1,603 | .. | 1,058 | .. | 5,912 |
| Sapan wood .. | Tons | 671 | .. | 286 | .. | 468 |
| Sapan wood .. | Pieces | 9,512 | .. | 1,935 | .. | 4,265 |

The exports have been as follows :—

| | | 1862. | | 1861. | | 1860. |
|---|---|---|---|---|---|---|
| Logwood . .. | Tons | 13,665 | .. | 11,756 | .. | 7,674 |
| Sapan wood .. | ,, | 54 | .. | 159 | .. | 75 |
| Fustic .. .. | ,, | 139 | .. | 144 | .. | 9 |

*Exchange.*—The past year has been a remarkable year in exchange on London, and the contrast with the past two years is quite striking. The current rates at the commencement of the year were from 12 to 13 per cent., and prices from January to June ranged from 11 to 15¼ per cent. In June the upward movement commenced, and from June to the close of the year there was a very unsettled and fluctuating market, touching as high as 50 per cent. about the middle of October. The current rates for the past two months have been from 42 to 47 per cent., closing at 44 to 46 per cent. premium. What course the market is likely to take the coming year is very uncertain. There are many who look for a still greater depreciation in the currency, and higher rates for gold and exchange, than have lately been obtained, but circumstances may also turn up to bring about the termination of the present struggle, release the market from the uncertainties which now hang over it, and place the business of the country on a more settled foundation.

The highest and lowest rates for some years have been as follows :—

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1862 .. .. | 12 to 47 | 1860 .. .. | Par to 10 |
| 1861 .. .. | 3 12 | 1859 .. .. | 9¼ 10½ |

*Fish.*—With comparatively light receipts of codfish better prices have been obtained than for years past, the sales ranging from 2 dollars 75 cents to 4 dollars 50 cents for medium and large, the bulk of the arrivals selling readily at 3 dollars 50 cents to 4 dollars per quintal. The arrivals of English and French codfish have also been very small, and in some instances as high as 5 dollars 50 cents have been paid for Newfoundland.

The highest and lowest prices for some years have been as follows :—

| | Medium and large. | | Small. | |
|---|---|---|---|---|
| | $ c. | $ c. | $ c. | $ c. |
| 1862 . .. .. | 2 75 to | 4 50 .. | 2 50 to | 3 50 |
| 1861 . .. .. | 2 0 | 4 0 .. | 1 25 | 2 50 |
| 1860 . .. .. | 2 0 | 4 50 .. | 1 25 | 2 50 |
| 1859 . .. .. | 3 0 | 4 50 .. | 2 0 | 3 25 |

The highest and lowest prices for other fish in 1861 and 1862 were as follows :—

| | | 1862. | | 1861. | |
|---|---|---|---|---|---|
| | | $ c. | $ c. | $ c. | $ c. |
| Hake .. .. | Per quintal | 1 0 to | 2 0 .. | 1 0 to | 1 70 |
| Haddock .. | ,, | 1 0 | 1 25 .. | 1 0 | 1 25 |
| Pollock .. | ,, | 1 25 | 2 50 .. | 1 25 | 2 0 |
| Alewives .. | Per barrel | 2 75 | 3 50 .. | 2 0 | 4 50 |
| Herring .. | ,, | 1 0 | 6 0 .. | 1 0 | 4 12 |

The imports of mackerel from the provinces have been as follows :—

| | | | |
|---|---|---|---|
| 1862 . .. | 20,120 barrels | 1860 . .. | 36,728 barrels |
| 1861 . .. | 15,814 „ | 1859 . .. | 35,407 „ |

The imports of other kinds of fish from the provinces have been as follows :—

| | | 1862. | | 1861. | | 1860. |
|---|---|---|---|---|---|---|
| Codfish .. | Quintals | 31,039 | .. | 14,467 | .. | 63,332 |
| „ .. | Casks | 284 | .. | .. | .. | 150 |
| „ .. | Drums | 420 | .. | 506 | .. | 1,845 |
| „ .. | Barrels | .. | .. | 861 | .. | 685 |
| Salmon .. | Tierces | 887 | .. | 167 | .. | 3,447 |
| „ .. | Boxes | 620 | .. | 505 | .. | 652 |
| Herring .. | Barrels | 41,593 | .. | 49,259 | .. | 133,992 |
| „ .. | Boxes | 19,902 | .. | 12,800 | .. | 28,861 |
| Alewives .. | Barrels | 9,442 | .. | 5,625 | .. | 17,860 |
| Hallibut .. | „ | .. | .. | .. | .. | 751 |
| Pollock .. | Quintals | 2,176 | .. | 1,674 | .. | 2,234 |
| Hake .. | „ | 300 | .. | 3,295 | .. | 8,409 |
| „ .. | Casks | .. | .. | .. | .. | 28 |
| Haddock .. | Quintals | 200 | .. | 75 | .. | .. |
| „ .. | Tierces | .. | .. | .. | .. | 52 |
| Shad .. | Barrels | 584 | .. | 871 | .. | 1,766 |
| Trout .. | „ | 323 | .. | 415 | .. | 612 |
| Fish .. | Drums | .. | .. | .. | .. | 206 |
| „ .. | Casks | .. | .. | .. | .. | 571 |
| „ .. | Quintals | 4,319 | .. | 3,191 | .. | 6,222 |
| „ .. | Boxes | .. | .. | .. | .. | 186 |
| „ .. | Barrels | 2,794 | .. | 1,717 | .. | 1,662 |
| Bass .. | „ | .. | .. | 33 | .. | — |

The exports of fish have been as follows :—

| | | 1862. | | 1861. | | 1860. |
|---|---|---|---|---|---|---|
| Codfish .. | Drums | 9,911 | .. | 8,096 | .. | 9,576 |
| „ .. | Boxes | 8,041 | .. | 6,213 | .. | 7,720 |
| „ .. | Quintals | 52,255 | .. | 70,633 | .. | 88,886 |
| Mackerel .. | Barrels | 47,155 | .. | 48,161 | .. | 46,167 |
| Herring .. | Boxes | 133,912 | .. | 128,670 | .. | 125,277 |
| „ .. | Barrels | 16,331 | .. | 26,116 | .. | 49,391 |
| Alewives .. | „ | 14,377 | .. | 14,286 | .. | 16,940 |
| Haddock .. | Quintals | 3,059 | .. | 960 | .. | 3,445 |
| „ .. | Drums | 1,961 | .. | 887 | .. | 1,620 |
| Hake .. | Quintals | 4,508 | .. | 11,861 | .. | 10,687 |
| „ .. | Drums | 7,295 | .. | 6,603 | .. | 5,120 |
| Fish .. | Barrels | 50,705 | .. | 47,560 | .. | 77,286 |
| „ .. | Quintals | 5,905 | .. | 1,293 | .. | 2,993 |
| „ .. | Drums | 377 | .. | 378 | .. | 230 |

*Flour.*—The high rates of exchange, the premium for gold, and the advance in nearly all kinds of merchandize had very little influence on flour the past nine months of the year. Supplies came forward pretty freely from the West, and prices ruled no higher than in ordinary years.

The opening prices in January were 5 dollars to 5 dollars 25 cents for common brands Western, 5 dollars 50 cents to 5 dollars 62½ cents for fancy, 5 dollars 75 cents to 5 dollars 87½ cents for extra, and 5 dollars 87½ cents to 6 dollars 50 cents for superior.

The arrivals have been as follows :—

| | | | |
|---|---|---|---|
| 1862 . .. | 1,365,832 barrels | 1860 . .. | 1,164,732 barrels. |
| 1861 . .. | 1,433,999 „ | 1859 . .. | 1,049,186 „ |

The exports have been as follows :—

| | | |
|---|---|---|
| To foreign ports .. .. .. .. | 498,185 | barrels. |
| Coastwise .. .. .. .. | 57,406 | „ |
| Total, 1862 .. .. .. | 555,591 | „ |
| „ 1861 .. .. .. | 389,730 | „ |
| „ 1860 .. .. .. | 234,616 | „ |
| „ 1859 .. .. .. | 164,875 | „ |

The receipts of corn meal have been as follows:—

| | | | | | |
|---|---|---|---|---|---|
| 1862 .. .. | 13,560 barrels | 1860 .. .. | 9,866 barrels. |
| 1861 .. .. | 14,711 „ | 1859 .. .. | 6,670 „ |

The exports have been as follows:—

| | | | |
|---|---|---|---|
| 1862 .. .. | 28,844 barrels | 1860 .. .. | 14,390 barrels. |
| 1861 .. .. | 20,909 „ | 1861 .. .. | 13,607 „ |

*Fruit.*—Malaga raisins, with light receipts, have sustained full prices during the year. The sales have ranged from 3 dollars 10 cents to 4 dollars for bunch, and 3 dollars 25 cents to 4 dollars 10 cents for layers, the highest figures having been obtained in November. The receipts of new raisins have been as follows:—

| | | |
|---|---|---|
| 1862 .. .. | 69,885 boxes .. .. | 410 casks. |
| 1861 .. .. | 55,048 „ .. .. | 1,320 „ |
| 1860 .. .. | 196,318 „ .. | 2,631 „ |
| 1859 .. .. | 111,610 „ .. | 4,169 „ |

The highest and lowest prices for some years have been as follows:—

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | $ | c. | $ | c. |
| 1862. | Bunch, per box | .. | .. | .. | .. | 3 | 10 to | 4 | 0 |
| 1861 | „ | .. | .. | .. | .. | 1 | 25 | 2 | 30 |
| 1860 | „ | .. | .. | .. | .. | 1 | 87 | 2 | 80 |
| 1859 | „ | .. | .. | .. | .. | 2 | 0 | 2 | 50 |

Smyrna figs, with moderate receipts, have ruled comparatively uniform, the market sustaining a higher range of prices than in any previous year, prices have been as follows:—

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | $ | | $ | | | $ | $ |
| 1862. | Cargo | .. | 14 | to | 17 | .. | Cases | 15½ | to 24 |
| 1861 | „ | .. | 3 | | 15 | .. | „ | 6 | 26 |
| 1860 | „ | .. | 5 | | 8 | .. | „ | 6½ | 18 |
| 1859 | „ | .. | 6½ | | 11 | .. | „ | 9 | 20 |

The imports have been as follows:—

| | | | 1862. | | 1861. | | 1860. |
|---|---|---|---|---|---|---|---|
| Lemons | .. | Boxes | 59,714 | .. | 49,965 | .. | 28,388 |
| Oranges | .. | „ | 97,101 | .. | 112,017 | .. | 106,998 |
| Figs | .. | Drums | 190,141 | .. | 172,064 | .. | 668,905 |
| „ | .. | Cases | 3,248 | .. | 2,067 | .. | 9,595 |
| Raisins | .. | Casks | 693 | .. | 2,632 | .. | 3,055 |
| „ | .. | Drums | 3,551 | .. | 2,533 | .. | 11,819 |
| „ | .. | Boxes | 119,822 | .. | 101,822 | .. | 245,596 |

*Grain.*—The arrivals of Western corn have been quite large during the year, and the market has been fully supplied. A better range of prices has been sustained than in 1861, although compared with previous years the rates have been low. The stock now in elevators is large, about 700,000 bushels, but good sound lots are held quite firm, and have been gradually working up the past few weeks. The market closes quiet at 80 to 87 cents for good and prime Western mixed, and 90 cents for good Western yellow. The highest and lowest prices have been as follows:—

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | c. | | c. | | | | $ | c. |
| 1862. | Bushels | .. | 53 | to | 90 | 1860. | Bushels | .. | 65 to | 0 92 |
| 1861 | „ | .. | 45 | | 80 | 1859 | „ | .. | 81 | 1 15 |

Oats have been sold at comparatively high prices during the year, ranging from 38 to 66 cents for Western and Canada; the current rater for some weeks past from 65 to 66 cents per bushel, being the highest fos the year. The Prince Edward's Island received have been sold at 38 to 66½ per bushel. The highest and lowest prices have been as follows:—

| | | | Oats. | | | Rye. | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | c. | | c. | | c. | $ | c. |
| 1862. | Per Bushel | .. | 38 | to | 66½ | .. | 75 | to 1 | 4 |
| 1861 | „ | .. | 32 | | 48 | .. | 58 | 0 | 82 |
| 1860 | „ | .. | 34 | | 50 | .. | 73 | 0 | 98 |
| 1859 | „ | .. | 41 | | 67 | .. | 70 | 1 | 8 |

The receipts of corn have been as follows :—

| | | |
|---|---|---|
| From Maryland | Bushels | 77,326 |
| Pennsylvania | „ | 49,560 |
| Delaware | „ | 50,100 |
| New York | „ | 1,554,266 |
| Other places | „ | 157,769 |
| Total | „ | 1,889,021 |

The receipts of corn and oats have been as follows :—

| | | Corn. | Oats. |
|---|---|---|---|
| 1862 | Bushels | 1,889,021 | 1,168,991 |
| 1861 | „ | 1,982,902 | 1,047,345 |
| 1860 | „ | 2,098,250 | 1,467,611 |
| 1859 | „ | 1,821,541 | 1,188,495 |

The receipts of rye and shorts for the same period have been as follows :—

| | | Rye. | Shorts. |
|---|---|---|---|
| 1862 | Bushels | 39,973 | 283,136 |
| 1861 | „ | 33,156 | 515,833 |
| 1860 | „ | 33,156 | 551,795 |
| 1859 | „ | 24,920 | 448,492 |

The receipts of wheat have been as follows :—

| | | | | | |
|---|---|---|---|---|---|
| 1862 | Bushels | 63,015 | 1860 | Bushels | 30,135 |
| 1861 | „ | 29,388 | 1859 | „ | 13,361 |

The exports of corn and wheat have been as follows :—

| | | Corn. | Wheat. |
|---|---|---|---|
| 1862 | Bushels | 78,385 | 45,544 |
| 1861 | „ | 64,914 | 20,650 |
| 1860 | „ | 9,421 | 3,502 |
| 1859 | „ | 16,289 | 2,831 |

*Gunny Bags.*—Gunny bags remained comparatively quiet the first eight months of the year, the sales ranging from 12 to 14¼ cents, mostly from 13½ to 14 cents. Before the close of September there was quite a movement in the article. The scarcity and high price of all kinds of bagging, and the comparatively low price of gunny bags led to an active demand for consumption and speculation, and prices rapidly advanced in October and November, touching early in November 25 cents cash, the highest figure the article has ever touched in this market. The sales and re-sales during this time amounted to nearly 10,000 bales. Since the middle of November very little has been done, and prices have eased off to 21½ to 22 cents; but as all kinds of bags and bagging are still scarce and high, and likely to continue so for some time to come, gunny bags must continue to command very high prices, some parties asking for still higher figures than have yet prevailed. The stock in first hands is 9,400 bales against 5,350 bales in 1861, 4,000 bales in 1860, 6,808 bales in 1859, and 14,700 bales in 1858. The highest and lowest prices have been as follows :

| | c. | c. | | c. | c. |
|---|---|---|---|---|---|
| 1862 | 12 | to 25 | 1860 | 8⅝ | to 14 |
| 1861 | 10½ | 14 | 1859 | 9 | 12½ |

The imports have been as follows :—

| | | At Boston. | Other Ports. |
|---|---|---|---|
| 1862 | Bales | 11,071 | 4,280 |
| 1861 | „ | 8,737 | 7,397 |
| 1860 | „ | 8,480 | 3,073 |
| 1859 | „ | 10,988 | 3,931 |

*Gunny Cloth.*—This article was in speculative demand in January and February last, the sales reaching 10,500 bales, and prices advanced from 11 to 14 cents per yard; but from March to the middle of September there was an exceedingly dull market, the principal sales during that time

having been 11 cents. Before the sales of September, a speculative movement led to higher prices, and in October and November prices steadily advanced to 14¾ to 15 cents, closing at the latter rate. The propect of an outlet South is as uncertain as ever, and the deliveries for consumption have in consequence been very limited. The highest and lowest prices for some years have been as follows:—

| | c. | c. | | c. | c. |
|---|---|---|---|---|---|
| 1862 .. .. | 11 | to 15 | 1860 .. .. | 8½ | to 17 |
| 1861 .. .. | 7¼ | 11¼ | 1859 .. .. | 11 | 13 |

The stock in the first speculator's hands, December 31, is 42,300 bales against 37,600 in 1861, 8,300 bales in 1860, 6,780 bales in 1859. The imports have been as follows:—

| | | At Boston. | | Other Ports. |
|---|---|---|---|---|
| 1862 .. .. | Bales | 7,375 | .. | 10,500 |
| 1861 .. .. | „ | 25,734 | .. | 26,573 |
| 1860 .. .. | „ | 32,381 | .. | 32,847 |
| 1859 .. .. | „ | 58,755 | .. | 16,100 |

*Hay.*—The highest and lowest prices have been as follows:—

| | $ | $ c. | | | $ | $ | |
|---|---|---|---|---|---|---|---|
| 1862 .. | 12 | to 18 50 | per ton | 1860 .. .. | 18 | to 24 | per ton |
| 1861 .. | 11 | 23 0 | „ | 1859 .. .. | 12 | 20 | „ |

*Hemp.*—In American hemp the transactions of the year have been confined to retail lots. The stock in first hands, December 31, is 5,000 bales, of which but a small portion is offered, against 60 bales in 1861, 125 bales in 1860, 1,000 bales in 1859. The highest and lowest prices have been as follows:—

| | Dew Rotted. | | | | Dressed. | | | |
|---|---|---|---|---|---|---|---|---|
| | $ c. | | $ c. | | $ c. | | $ c. | |
| 1862 .. .. | 0 90 | to | 1 50 | .. | 1 60 | to | 2 60 | |
| 1861 .. .. | 0 95 | | 1 45 | .. | 1 50 | | 2 15 | |
| 1860 .. .. | 1 25 | | 1 45 | .. | 1 90 | | 2 20 | |
| 1859 .. .. | 1 25 | | 1 60 | .. | 1 80 | | 2 15 | |

*Russian Hemp.*—Russian hemp has ruled comparatively high during the year, prices touching almost as high a point as during the Crimean war, when supplies were quite shut off. A small sale was made in January at 240 dollars, but subsequent sales to October were from 265 dollars to 275 dollars per ton; and since the current prices have been 300 dollars to 320 dollars per ton, closing at 315 dollars to 320 dollars. There is no stock in first hands. The stock in 1861 was 650 tons against 285 tons in 1860, 810 tons in 1859, 300 tons in 1858. The stock has been as follows:—

| | | First and Speculating hands. | | Manufactures. |
|---|---|---|---|---|
| 1862 .. .. | Bales | 27,922 | .. | — |
| 1861 .. .. | „ | 45,250 | .. | 11,200 |
| 1860 .. .. | „ | 41,263 | .. | 12,000 |
| 1859 .. .. | „ | 48,848 | .. | 8,550 |

The highest and lowest prices of Manilla and Russia hemp have been as follows:—

| | Manilla, per lb. | | | Russia, clean, per ton. | | |
|---|---|---|---|---|---|---|
| | $ | | $ | $ | | $ |
| 1862 - - - | 7 | to | 9¼ | 240 | to | 320 |
| 1861 - - - | 4⅝ | | 7½ | 210 | | 240 |
| 1860 - - - | 5⅝ | | 6¼ | 187 | | 210 |
| 1859 - - - | 6¼ | | 7 | 185 | | 210 |

No hemp yarns have been received during the year, the present duty of 5 per cent. having been prohibitory. The highest and lowest prices of Russia No. 1 hemp yarns, together with importations, have been as follows:—

| | Prices. | | Import. |
|---|---|---|---|
| | ₰ | ₰ | |
| 1862 | — | | — |
| 1861 | 9⅛ to | 10½ | 210 |
| 1860 | 9 | 9¼ | 465 |
| 1859 | 9 | 10 | 1,182 |

*Jute.*—From January to September the prices of jute ruled from 100 dollars to 115 dollars per ton. In September the advices from Europe of a rapid advance in the article led to a speculative demand, and some 400 bales were purchased in bond at 100 dollars to 130 dollars; and subsequent sales have been at 160 dollars to 190 dollars duty paid. No sumac hemp has been received during the year. The stock, December 31, was—

| | Jute. | Spun hemp. |
|---|---|---|
| 1862 | — | — |
| 1861 | Bales 2,186 | — |
| 1860 | „ 1,200 | — |
| 1859 | „ 7,350 | 265 |

The imports have been as follows :—

| | | | |
|---|---|---|---|
| From Russia | 533 Tons | — | |
| Manilla | — | 29,160 | Bales. |
| Calcutta | — | 8,743 | „ |
| Liverpool | — | 4,072 | „ |
| London | — | 120 | „ |
| Other places | — | 17,466 | „ |
| Total. 1862 | 533 Tons | 58,466 | „ |
| „ 1861 | 1,376 „ | 64,102 | „ |
| „ 1860 | 850 „ | 66,049 | „ |
| „ 1859 | 1,556 „ | 80,926 | „ |

*Hides.*—The first nine months of the year were marked by very little animation in the hide market; but the activity in manufacturing has led to a very active market the past three months, and a considerable advance in prices. Buenos Ayres' hides have been sold during the year from 21 cents to 29 cents, closing at 28 cents to 29 cents cash. Western have been sold from 15½ to 21 cents, while in 1861 prices ranged from 9 to 17½ cents; in 1860 from 12 to 19 cents; in 1859 from 14¾ to 22 cents. The highest and lowest prices have been as follows :—

| | c. | c. | | c. | c. |
|---|---|---|---|---|---|
| 1862 | 21 to | 29 | 1860 | 20 to | 26 |
| 1861 | 17 | 23 | 1859 | 22½ | 28½ |

The stock of hides in first and speculator's hands, December 31, the following years, was as follows :—

| | Loose hides. | Cal. cow. | Cal. buffalo. |
|---|---|---|---|
| 1862 | 64,661 | 346 | 553 |
| 1861 | 31,000 | 463 | 917 |
| 1860 | 21,700 | 317 | 118 |
| 1859 | 47,425 | 587 | 689 |

The imports have been as follows :—

| | Bales. | Number. |
|---|---|---|
| 1862 | 3,790 | 598,980 |
| 1861 | 3,728 | 292,697 |
| 1860 | 4,086 | 453,067 |
| 1859 | 8,167 | 618,387 |

The imports have been as follows :—

| | Bales. | Number. |
|---|---|---|
| 1862 | 2,086 | 39,406 |
| 1861 | 2,679 | 14,668 |
| 1860 | 3,951 | 36,183 |
| 1859 | 5,405 | 136,900 |

The stock of Calcutta goat skins in first hands is 177 bales against 1,284 bales in 1861, 924 bales in 1860, and 743 bales in 1859.

*Hops.*—Prices of hops have ranged during the year from 10 to 20 cents per lb., late sales of new crop having been at 16 to 18 cents. The highest and lowest prices, and the export have been as follows:—

| | Range of Prices. | | Export. |
|---|---|---|---|
| | c. | c. | Bales. |
| 1860 - - - | 10 to | 20 - | 1,491 |
| 1861 - - - | 5 | 30 - | 3,710 |
| 1860 - - - | 8 | 30 - | 147 |
| 1859 - - - | 9 | 15 - | 143 |

*Ice.*—The clearances at the Custom House have been as follows:—

| | | | |
|---|---|---|---|
| 1862 - - | 78,102 tons | 1860 - - | 142,463 tons. |
| 1861 - - | 99,773 „ | 1859 - - | 129,403 „ |

*Indigo.*—Stock on hand, December 31st:—

| | 1862. | 1861. |
|---|---|---|
| Bengal and Kurpal - - | 606 chests - | 160 chests. |
| Fig - - - - | 33 „ - | 33 cerons. |
| Guatemala - - - | 363 cerons - | 25 „ |
| Madras - - - | 43 chests - | 35 chests. |

To arrive from Calcutta, and on shipboard, 35 chests.

Shipments from Calcutta have been as follows:—

| | | 1860. | 1861. | 1862. |
|---|---|---|---|---|
| To Boston .. | Chests | 1,017 .. | — .. | — |
| New York .. | „ | 366 .. | 709 .. | 452 |
| Philadelphia* | „ | 167 .. | — .. | — |

Shipments from Great Britain have been as follows:

| | | 1859. | 1860. | 1861. |
|---|---|---|---|---|
| To Boston .. | Chests | — .. | — .. | 3,215 |
| New York .. | „ | 1,600 .. | 801 .. | 2,981 |
| | | | | 6,201 |

To November 19, 1862:—

| | | |
|---|---|---|
| New York .. .. | 3,551 chests .. | 1,600 ceroons |
| Boston .. .. .. | .. .. | 1,195 packages |

The current prices of fine Bengal indigo, December 31st, have been as follows:—

| | $ c. | $ c. | | $ c. | $ c. |
|---|---|---|---|---|---|
| 1862 .. .. | 2 40 to | 2 50 | 1860 .. .. | 1 40 to | 1 65 |
| 1861 .. .. | 2 50 | 2 75 | 1859 .. .. | 1 45 | 1 75 |

The year opened with a very dull market, the inquiry being altogether of a retail character. The first quarter was especially inactive, and with an accumulating and a greatly reduced consumption; prices of all grades were depressed far below the rates which ruled in the fall of 1861. Late in August the market was almost entirely swept by speculative purchases, which were made on New York and Philadelphia account, and at the same time heavy orders were transmitted from those cities to England for immediate execution; the future of indigo is involved in considerable obscurity. It hardly seems probable, however, that with a stock of some 3,000 packages in the country, an average crop in Calcutta, that prices will materially advance during the coming quarter; on the other hand, the continuance of high rates of Exchange, and the enhanced expenses generally attending imports will give a high cost price to indigo for some time to come. The consumption of the dye continues on a large scale of an unimportant character.

*Iron.*—Very full prices have been obtained for pig iron during the

* To November 1, 1860.

year, the sales ranging from 25 dollars to 37 dollars 50 cents per ton for Scotch No. 1, and 24 dollars to 37 dollars for American. In Russia sheet, the sales have been at 13½ to 16 cents, while in 1861 the range of prices were 14½ to 16 cents. The current rates of English bar iron have been 45 dollars to 80 dollars for common, and 55 dollars to 90 dollars for refined, while in 1861 prices ruled from 40 dollars to 50 dollars for common and 50 dollars to 60 dollars for refined. The highest and lowest prices of Scotch pig iron have been as follows :—

| | $ c. | $ c. | | $ c. | $ c. |
|---|---|---|---|---|---|
| 1862 .. | 24 0 to | 37 50 | 1860 .. | 23 0 to | 28 0 |
| 1861 .. | 22 0 | 25 50 | 1859 .. | 23 50 | 30 0 |

The imports have been as follows :—

| | Sweden. | Great Britain. | Coastwise. |
|---|---|---|---|
| Bars .. .. | 24,732 | 600,000 | 133,741 |
| Bars .. Tons | 3,605 | 164 | 657 |
| Railroad .. Bars | .. | .. | 1,034 |
| Railroad .. Tons | .. | .. | 330 |
| Bundles .. | .. | 120,477 | 47,936 |
| Plates .. .. | .. | 3,075 | 39,503 |
| Scrap .. Tons | .. | 340 | 1,169 |
| Pig .. „ | .. | 4,781 | 13,673 |

The imports for three years past have been as follows :—

| | 1862. | 1861. | 1860. |
|---|---|---|---|
| Bars .. .. .. | 769,072 | 588,550 | 981,238 |
| Bars .. .. Tons | 4,426 | 2,823 | 7,887 |
| Bars, railroad .. | 1,034 | 6,554 | 4,426 |
| Ditto .. Tons | 330 | 822 | 1,624 |
| Bundles .. .. | 168,413 | 123,296 | 226,263 |
| Plates .. .. | 42,578 | 27,844 | 33,870 |
| Blooms .. .. | .. | .. | 100 |
| Scrap .. .. Tons | 1,509 | 691 | 193 |
| Pig .. .. „ | 18,454 | 23,202 | 32,304 |

*Lead.*—No Galena lead offering during the year, prices in consequence have been quite nominal. Foreign has ruled higher than in any previous year, the sales ranging from 6 dollars 35 cents to 8 dollars per 100 lbs. cash, the latter price being the current rate the last two months. The highest and lowest prices have been as follows :—

| | Galena. | | Foreign. | |
|---|---|---|---|---|
| | $ c. | $ c. | $ c. | $ c. |
| 1862 .. .. .. | .. | .. | 6 35 to | 8 0 |
| 1861 .. .. .. | 4 85 to | 7 0 | 4 85 | 7 0 |
| 1860 .. .. .. | 5 50 | 6 0 | 5 75 | 5 75 |
| 1859 .. .. .. | 5 75 | 6 12½ | 5 55 | 6 0 |

The stock on hand was only 84 tons Spanish and no Galena against 300 tons in 1861, 900 tons in 1860, 250 tons in 1859, 650 tons in 1858. The imports, reducing the foreign to the average weight of American, have been as folllows :—

| | | | |
|---|---|---|---|
| 1862 .. .. | 133,916 pigs | 1860 .. .. | 162,190 pigs |
| 1861 .. .. | 58,229 „ | 1859 .. .. | 101,740 „ |

The exports have been as follows :—

| | | | |
|---|---|---|---|
| 1862 .. .. | 6,916 pigs | 1860 .. .. | 8,554 pigs |
| 1861 .. .. | 7,011 „ | 1859 .. .. | 7,990 „ |

*Linseed.*—From January to October prices of Calcutta linseed ranged from 2 dollars 5 cents to 2 dollars 45 cents, the sales principally during that time having been from 2 dollars 25 cents to 2 dollars 35 cents per bushel. In October and November prices rapidly advanced on account of the increased cost of importation, and late sales at 3 dollars 35 cents to 34 dollars per bushel are the highest prices ever obtained for this article. The stock in

first hands is 11,200 bags and 2,000 pockets against 23,000 bags and 8,000 pockets in 1861, 39,192 bags and 2,100 pockets in 1860, 48,128 bags and 8,986 pockets in 1859. The highest and lowest prices have been as follows:—

| | $ c. | $ c. | | | $ c. | $ c. | |
|---|---|---|---|---|---|---|---|
| 1862 .. | 2 5 | to 3 40 | per bushel | 1860 .. | 1 45 | to 1 80 | per bushel |
| 1861 .. | 1 42½ | 2 40 | ,, | 1859 .. | 1 50 | 1 75 | ,, |

The imports into Boston have been as follows:—

| | | 1862. | 1861. | 1860. |
|---|---|---|---|---|
| From Calcutta .. | Bags .. | 159,122 .. | 197,123 .. | 310,521 |
| Bombay .. | ,, .. | .. .. | 7,795 .. | 1,500 |
| Other places .. | ,, .. | 1,436 .. | .. .. | 1,200 |
| Total .. | .. | 160,558 | 204,918 | 313,221 |

*Lumber.*—The exports have been as follows:—

| | | Lumber. | | Shingles. |
|---|---|---|---|---|
| 1862 .. | .. Thousand | 23,788 | .. | 10,084 |
| 1861 .. | .. ,, | 22,708 | .. | 4,768 |
| 1860 .. | .. ,, | 16,781 | .. | 3,594 |
| 1859 .. | .. ,, | 21,195 | .. | 5,563 |

*Leather.*—A very good range of prices has been sustained during the year for all kinds of leather, and near the close comparatively high figures have been touched. Early in January last the current rates of Hemlock sole were from 16 to 21 cents, including all weights and quality, but prices soon advanced, and from February to the middle of October were quite uniform, the bulk of the sales during that time having been from 19 to 24 cents per lb. For the past three months the demand for manufacturing has been so extensive that prices have steadily advanced, and the current rates for some weeks past from 25 to 31 cents are the highest for the year. The stock in leading markets has now become considerably reduced, and high prices are likely to be current for some time to come, especially as the prospects of manufactures of boots and shoes are very encouraging. Hemlock upper leather has ruled from 20 to 31½ cents, the current rates the past month being the highest of the year. In 1861 prices ranged from 16 to 27 cents, and in 1860 from 18 to 25 cents. The sales have been 30 to 63 cents, late current prices from 55 to 63 cents, being the highest of the year. In 1860 the range of prices was from 28 to 43 cents. The highest and lowest prices have been as follows:—

HEMLOCK, BUENOS AYRES, AND ORINOCO.

| | $ | $ | | | $ | $ |
|---|---|---|---|---|---|---|
| 1862 .. | 16 | to 31 | 1860 .. | .. | 18 | to 22½ |
| 1861 .. | 15 | 22 | 1859 .. | .. | 17½ | 27 |

The receipts have been as follows:—

| | | | | | | |
|---|---|---|---|---|---|---|
| 1862 .. | .. | Sides | 336,668 | .. | Bundles | 212,101 |
| 1861 .. | .. | ,, | 448,484 | .. | ,, | 131,671 |
| 1860 .. | .. | ,, | 491,304 | .. | ,, | 216,854 |
| 1859 .. | .. | ,, | 446,396 | .. | ,, | 140,062 |

*Boots and Shoes.*—The boot and shoe trade opened comparatively quiet in January last, and remained so until near the close of February. Since April an uninterrupted active market, manufactures and dealers having scarcely any respite, even in intervals, where there is usually quietness and repose. The agitation of the Tax Bill early in the year stimulated the production, and manufactures were busy turning out all the goods they could before the Bill went into operation. Buyers from the west, southwest, and other places were also disposed to purchase as early as possible, in order to avoid the advance likely to take place. The consequence

has been great activity in all departments. Goods during the past six months have been taken as fast as manufactured, and the most desirable kinds ordered generally a-head. The past year may, in fact, be put down as the most prosperous one for a long time—manufactures realizing good prices and quick sales for all the goods they could furnish. The rebellion so disastrous to the trade at the commencement has lately affected the business quite favourably. The large number of men wanted to fill up the army has taken off all surplus workmen, and the supply and demand is now very evenly balanced, the supply of goods the past season, if anything, falling short, notwithstanding the introduction of labour saving-machinery. The prospects of the trade the coming year are, therefore, encouraging. Even, if Southern trade is not opened by a settlement of the present troubles, the demand is likely to be equal to the supply, as the consumption for army and other purposes must be large. The shipments to California show some falling off, comprising 30,188 cases from this port against 33,081.

The quantity of boots and shoes cleared at the Custom-house has been as follows:—

| | | | |
|---|---|---|---|
| 1862 .. .. | 47,350 Cases | 1860 .. .. | 195,191 Cases |
| 1861 .. .. | 87,164 „ | 1859 .. .. | 233,246 „ |

The quantities forwarded by railroad has been 471,000 cases, which would make the aggregate amount of goods forwarded from this city by water and railroad 518,000 cases, against 457,664 cases in 1861, 658,000 cases in 1860, and 750,000 cases in 1859.

*Molasses.*—The market has sustained a higher range of prices for this article than since 1857. The first sales of new-crop Cuba in January last were at 25 to 26 cents, but prices soon declined to 22 cents, and during March and April the bulk of the arrivals were disposed of at 22 cents to 22½ cents, these months, as usual, being the most active of the year. For the past six months prices have been steadily advancing, late sales at 34½ cents per gallon being the highest obtained for a number of years. The sales of sour Cuba have ranged from 19 to 30 cents per gallon, prices the past six months having advanced materially, the bulk of the sales for three months having been at 28 to 30 cents per gallon.

The highest and lowest prices have been as follows:—

| | Sweet. | | Sour. | |
|---|---|---|---|---|
| | c. | c. | c. | c. |
| 1862 .. .. .. | 22 to | 34½ .. | 19 to | 30 |
| 1861 .. .. .. | 13 | 29 .. | 12½ | 25 |
| 1860 .. .. .. | 18 | 26½ .. | 17 | 24 |
| 1859 .. .. .. | 21 | 27 .. | 19 | 25 |

The quantity taken by distillers for some years, including Cuba, Surinam, and Portland sugar-house has been as follows:—

| | | | |
|---|---|---|---|
| 1862 .. .. | 34,500 Hhds. | 1860 .. .. | 28,000 Hhds. |
| 1861 .. .. | 25,000 „ | 1859 .. .. | 29,500 „ |

The stock in first hands, December 31st, was 588 hogsheads Muscovado, 96 hogsheads sweet Cuba, and 2,287 hogsheads sour; in all, 2,971 hogsheads, against 3,390 hogsheads in 1861, 3,424 hogsheads in 1860, 1,736 hogsheads in 1859.

The imports have been as follows:—

| | Hhds. | Tierces. | Barrels. |
|---|---|---|---|
| Foreign .. .. | 48,790 .. | 4,356 .. | 1,734 |
| Coastwise .. .. | 21,649 .. | 480 .. | 3,042 |
| Total, 1862 .. | 70,339 .. | 4,836 .. | 4,776 |
| „ 1861 .. | 56,930 .. | 4,521 .. | 8,012 |
| „ 1860 .. | 61,694 .. | 4,648 .. | 15,614 |
| „ 1859 .. | 62,515 .. | 4,764 .. | 15,331 |

The exports have been as follows:—

| | | | |
|---|---|---|---|
| Foreign .. .. | 1,406 .. | 199 .. | 169 |
| Coastwise .. .. | 9,374 .. | 425 .. | 521 |
| Total, 1862 .. | 10,780 .. | 624 .. | 690 |
| ,, 1861 .. | 12,792 .. | 923 .. | 562 |
| ,, 1860 .. | 6,570 .. | 482 .. | 1,810 |
| ,, 1859 .. | 7,400 .. | 543 .. | 2,327 |

*Nails.*—Prices of assorted sizes have ruled from 3 to 4¾ cents; in 1861, from 3 to 4¼ cents; and in 1860 from 3¼ to 3½ cents per lb.

The exports have been as follows:—

| | | | |
|---|---|---|---|
| 1862 .. .. | 61,607 Casks | 1860 .. .. | 79,910 Casks |
| 1861 .. .. | 43,083 ,, | 1859 .. .. | 49,293 ,, |

*Naval Stores.*—Spirits of turpentine during the year has been sold from 100 dollar to 2 dollars 70 cents, prices having been steadily tending upward the past six months. Tar ruled from 9 dollars to 12 dollars per barrel the past six months of the year, but jumped up in July and early in August to 40 dollars per barrel. This high price attracted supplies from abroad, and from 6 to 12 dollars per barrel have been the current rates for some months. Rosin has touched a very high figure, ranging from 6 dollars 25 cents to 16 dollars 50 cents per barrel for common, and 6 dollars 75 cents to 18 dollars 15 cents for No. 2, and 8 dollars 50 cents to 20 dollars for No. 1. Pitch has been sold during the year from 6 dollars 50 cents to 15 dollars per barrel. The stock of spirits, turpentine, and tar, for a number of years has been as follows:—

| | Spirits of Turpentine. | Tar. |
|---|---|---|
| 1862 .. .. .. | Barrels .. .. | 4,000 |
| 1861 .. .. .. | ,, 400 .. | 1,200 |
| 1860 .. .. .. | ,, 708 .. | 3,000 |
| 1859 .. .. .. | ,, 2,000 .. | 2,500 |

The highest and lowest prices of spirits, turpentine, and tar, have been as follows:—

| | Spirits of Turpentine. Per Gallon. | | Tar. Per Barrel. | |
|---|---|---|---|---|
| | $ c. | $ c. | $ c. | $ c. |
| 1862 .. .. | 1 0 to | 2 70 .. | 6 0 to | 4 0 |
| 1861 .. .. | 0 36 | 1 65 .. | 2 25 | 9 0 |
| 1860 .. .. | 0 30½ | 0 50 .. | 2 25 | 4 0 |
| 1859 .. .. | 0 44 | 0 55 .. | 2 50 | 3 25 |

The imports for three years have been as follows:—

| | | 1862. | 1861. | 1860. |
|---|---|---|---|---|
| Rosin .. .. | Barrels | 7,280 .. | 21,136 .. | 71,956 |
| Turpentine .. | ,, | 469 .. | 842 .. | 5,253 |
| Ditto, spirits .. | ,, | 3,479 .. | 8,250 .. | 28,911 |
| Pitch .. .. | ,, | 380 .. | 2,353 .. | 3,165 |
| Tar .. .. | ,, | 5,913 .. | 18,906 .. | 19,101 |

The receipts of tar and turpentine have been as follows:—

| | | Tar. | Turpentine. | Spirits of Turpentine. |
|---|---|---|---|---|
| 1862 .. .. | Barrels | 5,913 .. | 469 .. | 3,479 |
| 1861 .. .. | ,, | 18,906 .. | 842 .. | 8,250 |
| 1860 .. .. | ,, | 19,101 .. | 5,253 .. | 28,911 |
| 1859 .. .. | ,, | 18,723 .. | 6,469 .. | 31,849 |

The export of naval stores from this port has been as follows:—

| | | | | |
|---|---|---|---|---|
| Rosin .. .. | Barrels | 2,062 .. | 14,597 .. | 27,434 |
| Spirits of turpentine .. | ,, | 403 .. | 5,415 .. | 24,469 |
| Tar .. .. | ,, | 893 .. | 6,053 .. | 5,679 |
| Pitch .. .. | ,, | 1,668 .. | 4,008 .. | 6,034 |
| Turpentine .. .. | ,, | 19 .. | 19 .. | 48 |

Prices of linseed oil varied very little the first six months of the year; the bulk of the sales from 80 to 85 cents. In July, with a scarcity of oil and seed here and in New York, prices had a decided upward tendency, with considerable speculative inquiry, but reports of a large crop of seed at the West, sufficient it was understood and generally believed to make up to a considerable extent for the deficiency in the import of foreign, led to a reaction, and some sales in September were made as low as 75 cents. It soon, however, became evident that the Western crop was not sufficiently large to have any influence on the market, and in October and November there was a rapid advance, with an unusually active market, some 300,000 gallons changing hands in a very few weeks, the prices early in November touching 1 dollar 27½ cents to 1 dollar 30 cents per gallon, and these figures have since been the current rates. The highest and lowest prices for some years have been as follows:—

| | Per Gallon. | | | | Per Gallon. | |
|---|---|---|---|---|---|---|
| | c. | $ c. | | | c. | c. |
| 1862 .. .. | 75 | to 1 30 | 1860 .. .. | | 48 | to 61 |
| 1861 .. .. | 50 | 0 90 | 1859 .. .. | | 54½ | 75 |

The quantity taken for consumption in this vicinity has been about as follows:—

| | American. Gallons. | Foreign. Gallons. | Total. Gallons. |
|---|---|---|---|
| 1862 .. .. | 750,000 | .. .. | 750,000 |
| 1861 .. .. | 700,000 | .. .. | 700,000 |
| 1860 .. .. | 1,100,000 | .. 75,000 | .. 1,175,000 |
| 1859 .. .. | 900,000 | .. 300,000 | .. 1,200,000 |

*Lard Oil.*—Prices of lard oil have ruled comparatively low during the year, the sales of extra Western ranging from 60 to 97 cents, and No. 1 from 50 to 85 cents per gallon. The present rates are 88 to 90 cents for extra Western, and 78 to 80 cents for No. 1.

*Olive Oil* has been sold during the year from 1 dollar 25 cents to 1 dollar 65 cents per gallon. The highest and lowest prices for extra Western lard oil and olive have been as follows:—

| | Lard, extra Western. | | | Olive. | | |
|---|---|---|---|---|---|---|
| | c. | $ c. | | $ c. | | $ c. |
| 1862 .. .. .. | 60 | to 0 97 | .. | 1 25 | to | 1 65 |
| 1861 .. .. .. | 70 | 1 0 | .. | 1 10 | | 1 30 |
| 1860 .. .. .. | 90 | 1 7 | .. | 1 10 | | 1 30 |
| 1859 .. .. .. | 85 | 1 10 | .. | 1 0 | | 1 25 |

*Provisions—Pork.*—We have again to notice a dull year for pork, and but few of the anticipations of packers and speculators have been realized. The prospects of an early opening of the Southern ports led to a speculative demand in January and February last, and considerable purchases were made during these months, prices touching, in February, 10 dollars to 10 dollars 50 cents for prime, 13 dollars 50 cents to 14 dollars 50 cents for mess, and 15 dollars to 15 dollars 50 cents for clear, an advance of 1 dollar to 1 dollar 50 cents per barrel from the opening rates. In July, August, and September the business revived a little, but without any improvement in prices. The high prices of hogs at the West, on account of the large quantities packed for shipment to Europe, and the increased cost of pork on the seaboard by the advance in railroad freights, cooperage, &c., has led to more firmness the past three months, and holders have been quite indifferent about realizing. Late current rates have been 12 dollars 50 cents to 13 dollars for prime, 14 dollars 50 cents for mess, and 15 dollars to 15 dollars 50 cents for clear. The range of prices for prime and mess have been as follows:—

| | Prime. | | | | Mess. | | | |
|---|---|---|---|---|---|---|---|---|
| | $ | c. | $ | | $ | c. | $ | c. |
| 1862 .. .. | 8 | 50 to | 13 | .. | 11 | 0 to | 14 | 50 |
| 1861 .. .. | 8 | 50 | 15 | .. | 13 | 0 | 19 | 0 |
| 1860 .. .. | 13 | 0 | 16 | .. | 16 | 50 | 20 | 50 |
| 1859 .. .. | 11 | 0 | 16 | .. | 14 | 0 | 19 | 50 |

*Beef.*—The arrivals of beef show a considerable increase over last year, but the demand for Government purposes has kept up a better range of prices than for several years. The sales have been from 12 dollars to 15 dollars 50 cents per barrel for Eastern and Western mess and extra mess, present current rates ruling from 12 dollars 50 cents to 13 dollars for mess, and 13 dollars 50 cents to 14 dollars 25 cents for extra. Lard has ruled lower than in any previous year for a long time.

| | Western Mess and Extra Beef. | | | | Lard. | | | |
|---|---|---|---|---|---|---|---|---|
| | $ | c. | $ | c. | | c. | | c. |
| 1862 .. per barrel | 12 | 0 to | 15 | 50 | per lb. | 7¾ to | | 11 |
| 1861 .. .. | 9 | 0 | 14 | 0 | .. | 8½ | | 12½ |
| 1860 .. .. | 9 | 0 | 12 | 50 | .. | 9½ | | 14 |
| 1859 .. .. | 7 | 50 | 16 | 0 | .. | 10½ | | 14 |

The stock of beef, pork, and lard on hand January 31st, was as follows :—

| | Pork. Barrels. | Beef. Barrels. | Lard. Barrels. | Lard. Kegs. |
|---|---|---|---|---|
| 1862 .. .. | 5,000 | 10,000 | 2,000 | 1,200 |
| 1861 .. .. | 6,000 | 4,000 | 1,500 | 1,000 |
| 1860 .. .. | 3,000 | 12,000 | 2,000 | 200 |
| 1859 .. .. | 2,000 | 8,000 | 1,500 | 1,000 |

The receipts for the year have been as follows :—

| | | 1862. | 1861. | 1860. |
|---|---|---|---|---|
| Beef .. .. .. | Barrels | 44,722 | 17,159 | 41,855 |
| Pork .. .. | ,, | 78,578 | 39,761 | 52,853 |
| Hams .. .. | Casks | 10,401 | 4,242 | 5,553 |
| Hams .. .. | Barrels | 6,361 | 6,511 | 3,961 |
| Lard .. .. | ,, | 45,966 | 30,352 | 30,139 |
| Lard .. .. | Kegs | 25,378 | 14,185 | 9,236 |
| Cheese .. .. | Boxes | 117,442 | 126,145 | 123,152 |
| Cheese .. .. | Casks | 2,171 | 2,038 | 2,183 |
| Cheese .. .. | Tons | 549 | 502 | 494 |
| Butter .. .. | Lbs. | 286,090 | 260,603 | 261,313 |
| Butter .. .. | Barrels | 219 | 215 | 84 |
| Hogs .. .. | No. | 80,779 | 60,109 | 44,006 |

The exports to foreign and coastwise ports have been as follows :—

| | | 1862. | 1861. | 1860. |
|---|---|---|---|---|
| Pork, foreign .. .. | Barrels | 48,637 | 30,987 | 24,712 |
| ,, coastwise .. | ,, | 13,637 | 3,506 | 5,955 |
| Lard, foreign .. | ,, | 20,988 | 12,751 | 7,231 |
| ,, coastwise .. | ,, | 513 | 1,671 | 730 |
| ,, foreign .. .. | Kegs | 19,740 | 12,286 | 7,168 |
| ,, coastwise .. | ,, | 1,112 | 89 | 335 |
| Beef, foreign .. | Barrels | 6,525 | 9,183 | 18,836 |
| ,, coastwise .. | ,, | 7,049 | 1,968 | 1,360 |
| Cheese, foreign .. | Boxes | 29,497 | 23,108 | 4,223 |
| ,, coastwise .. | ,, | 1,603 | 457 | 505 |
| ,, foreign .. | Casks | 22 | 63 | 3 |
| Butter .. .. | Packages | 37,310 | 15,247 | 13,064 |

*Produce.*—Butter has sustained a much better range of prices than last year, the demand for export having taken off all surplus stocks. The sales from January to May ranged from 18 cents to 22 cents for good, and choice and fair. With high rates of Exchange on London large quantities of both butter and cheese must continue to go forward, and no

*Spirits.*—Brandy has ruled firm and high throughout the year.

| | Rochelle. | | Cognac. | |
|---|---|---|---|---|
| | $ c. | $ c. | $ c. | $ |
| 1862 .. .. .. | 2 75 to | 4 50 .. | 3 75 to | 12 |
| 1861 .. .. .. | 1 85 | 3 50 .. | 3 10 | 7 |
| 1860 .. .. .. | 1 85 | 2 30 .. | 3 0 | 6 |
| 1859 .. .. .. | 1 34 | 2 25 .. | 2 50 | 6 |

Holland gin has touched a higher price than for a long time past. The current rates in January from 90 cents to 1 dollar 30 cents for the different brands, but prices steadily advanced under the influence of the high rates of exchange and increased duty, closing at 2 dollars to 2 dollars 75 cents for the different brands. New England rum has advanced from 27 cents to 30 cents in January last to 53 cents to 55 cents, the late current rates. The highest and lowest prices for Holland gin and New England rum have been as follows:—

| | Gin. | | New England Rum. | |
|---|---|---|---|---|
| | c. | $ c. | c. | c. |
| 1862 .. .. .. .. | 90 to | 2 75 .. | 27 to | 55 |
| 1861 .. .. .. .. | 65 | 1 30 .. | 25 | 34 |
| 1860 .. .. .. .. | 60 | 0 92½ .. | 28 | 35 |
| 1859 .. .. .. .. | 60 | 0 85 .. | 31 | 37 |

The import of spirits has been as follows:—

| | | |
|---|---|---|
| From grain .. .. .. .. .. | 217,060 | Gallons |
| ,, brandy .. .. .. .. .. | 152 | ,, |
| ,, other materials .. .. .. .. | 19,591 | ,, |
| Total, 1862 .. .. .. .. | 236,803 | ,, |
| ,, 1861 .. .. .. .. | 495,567 | ,, |
| ,, 1860 .. .. .. .. | 885,753 | ,, |
| ,, 1859 .. .. .. .. | 1,005,738 | ,, |

The exports have been as follows:—

| | | Domestic. | Foreign. |
|---|---|---|---|
| Rum .. .. .. | Gallons | 1,855,011 .. | 525 |
| Alcohol .. .. .. | ,, | 385,644 .. | — |
| Brandy .. .. .. | ,, | 18,134 .. | 327 |
| Gin .. .. .. | ,, | 5,294 .. | 546 |
| Whiskey .. .. .. | ,, | 6,249 .. | — |
| Total, 1862 .. | ,, | 2,270,332 .. | 1,398 |
| ,, 1861 .. | ,, | 2,042,030 .. | 8,878 |
| ,, 1860 .. | ,, | 1,383,686 .. | 4,858 |
| ,, 1859 .. | ,, | 1,457,690 .. | 24,150 |

*Sugar.*—In January last the current rates of fair to good refining were from 7¾ to to 80 cents, but during January and February there was a gradual decline, touching at the close of February 6⅞ cents to 6⅝ cents, the lowest point of the year. From March to November there was a gradual and steady advance, the highest prices of the year having been obtained in November, when fair to good refining sold readily at 9¾ cents to 10 cents. The highest and lowest prices have been as follows:—

| | Refining, fair to good. | | Fair to good. | | Prime to choice. | |
|---|---|---|---|---|---|---|
| | c. | c. | c. | c. | c. | c. |
| 1862 .. | 6⅜ to | 10 .. | 7⅞ to | 10¼ .. | 7½ to | 11¼ |
| 1861 .. | 4⅝ | 8⅛ .. | 4¾ | 8⅜ .. | 5¼ | 8¾ |
| 1860 .. | 5 | 7½ .. | 5½ | 7¾ .. | 6¼ | 8½ |

The highest and lowest prices of Box Sugar have been as follows:—

| | Nos. 9 to 11. | | Nos. 12 to 16. | | Nos. 17 to 20. | |
|---|---|---|---|---|---|---|
| | c. | c. | c. | c. | c. | c. |
| 1862 .. | 6⅞ to | 10¼ .. | 7½ to | 12 .. | 9¼ to | 12¾ |
| 1861 .. | 4½ | 8 .. | 5½ | 9½ .. | 6¾ | 10¼ |
| 1860 .. | 5 | 7¾ .. | 6 | 9¼ .. | 7 | 9⅞ |

Manilla Sugars have been sold from 6¾ dollars to 10 dollars. Some 40,000 bags taken during the year in this range.

The stock on hand December 31st was as follows :—

| | 1862. | 1861. | 1860. | 1859. |
|---|---|---|---|---|
| Boxes .. .. | 5,544 .. | 3,830 .. | 19,705 .. | 9,560 |
| Hogsheads .. | 2,273 .. | 1,206 .. | 4,413 .. | 1,549 |
| Bags .. .. | 56,963 .. | 63,963 .. | 62,994 .. | — |
| Baskets .. | — .. | 463 .. | 2,725 .. | — |

The imports have been as follows :—

| | Hhds. and Casks. | Barrels. | Bags, &c. | Boxes. |
|---|---|---|---|---|
| Foreign .. .. | 36,824 .. | 1,919 .. | 51,714 .. | 26,061 |
| Coastwise .. | 8,560 .. | 57,107 .. | 2,430 .. | 8,789 |
| Total, 1862 .. | 45,384 .. | 59,026 .. | 54,144 .. | 34,850 |
| „ 1861 .. | 31,357 .. | 54,677 .. | 243,108 .. | 29,365 |
| „ 1860 .. | 39,263 .. | 39,542 .. | 243,891 .. | 86,107 |
| „ 1859 .. | 37,569 .. | 32,185 .. | 57,356 .. | 67,254 |

The exports to foreign ports have been as follows :—

| | Boxes. | Hhds. | Barrels. | Bags. |
|---|---|---|---|---|
| 1862 .. .. .. | 1,558 .. | 373 .. | 9,051 .. | 50 |
| 1861 .. .. .. | 6,009 .. | 1,976 .. | 8,078 .. | 83,976 |
| 1860 .. .. .. | 4,094 .. | 1,313 .. | 7,485 .. | — |
| 1859 .. .. .. | 1,505 .. | 461 .. | 13,313 .. | — |

*Sumac.*—Sicily sumac has been sold from 75 dollars to 110 dollars, closing at extreme prices, with scarcely any stock in first hands.

The imports have been as follows :—

| | | |
|---|---|---|
| From foreign ports .. .. .. .. .. | 12,756 | Bags |
| Coastwise .. .. .. .. .. .. | 11,143 | „ |
| 1862 .. .. .. .. .. | 23,899 | „ |
| 1861 .. .. .. .. .. | 22,297 | „ |
| 1860 .. .. .. .. .. | 28,202 | „ |
| 1859 .. .. .. .. .. | 38,783 | „ |

The exports of the year, and the highest and lowest prices have been as follows :—

| | Barrels. | Range of Prices. | |
|---|---|---|---|
| | | c. | c. |
| 1862 .. .. .. .. | 7,035 .. | 8½ to | 11½ |
| 1861 .. .. .. .. | 3,477 .. | 7¼ | 9½ |
| 1860 .. .. .. .. | 5,915 .. | 8 | 10 |
| 1859 .. .. .. .. | 1,906 .. | 10 | 11¼ |

*Tobacco.*—The stock of leaf tobacco in the first hands is 300 hhds. against 300 hhds. in 1861, 1,000 hhds. in 1860, and 600 hhds. in 1859.

The imports have been as follows :—

| | Hhds. | Bales and Cases. | Boxes and Kegs. |
|---|---|---|---|
| 1862 .. .. .. | 2,789 .. | 271 .. | 34,557 |
| 1861 .. .. .. | 1,162 .. | 1,451 .. | 19,538 |
| 1860 .. .. .. | 2,216 .. | 2,645 .. | 62,664 |
| 1859 .. .. .. | 1,447 .. | 7,382 .. | 64,316 |

The amount inspected in Boston has been as follows :—

| | | | |
|---|---|---|---|
| 1862 .. .. | 2,100 Hhds. | 1860 .. .. | 1,818 Hhds. |
| 1861 .. .. | 900 „ | 1859 .. .. | 1,437 „ |

The export of tobacco has been as follows :—

| | Hhds. | Bales and Cases. | Boxes and Kegs. |
|---|---|---|---|
| 1862 .. .. .. | 1,041 .. | 7,699 .. | 6,517 |
| 1861 .. .. .. | 1,084 .. | 5,458 .. | 9,783 |
| 1860 .. .. .. | 711 .. | 7,048 .. | 17,244 |
| 1859 .. .. .. | 608 .. | 7,590 .. | 25,089 |

*Tin.*—The stock in importers' and speculators' hands, December 31st, was 7,300 slabs Straits and Revelly, 850 slabs Banca, and 30 tons English,

against 8,000 slabs in 1861, 4,000 slabs in 1860, 5,450 slabs in 1859. The imports have been as follows :—

| | Tin slabs. | Tin plates, boxes. |
|---|---|---|
| 1862 .. .. .. .. .. | 10,140 | 61,558 |
| 1861 .. .. .. .. .. | 15,229 | 30,271 |
| 1860 .. .. .. .. .. | 15,716 | 41,861 |
| 1859 .. .. .. .. .. | 15,012 | 53,133 |

*Whalebone.*—The imports of whalebone into the United States have been as follows :—

| | | | |
|---|---|---|---|
| 1862 .. | 697,150 Lbs | 1860 .. | 1,337,650 Lbs. |
| 1861 .. | 1,038,450 „ | 1859 .. | 1,923,850 „ |

*Wine.*—The imports have been as follows :—

| | Gallons. | | Gallons. |
|---|---|---|---|
| From England .. .. .. | 1,997 | From Dutch Guinea .. .. | 121 |
| „ Spain, on Atlantic .. | 17,887 | „ Africa .. .. .. | 5 |
| „ Spain, on Mediterranean . | 35 | „ British North American Possessions .. .. | 66 |
| „ France, on Atlantic .. | 796 | | |
| „ France, on Mediterranean . | 75 | | |
| „ Holland .. .. .. | 1,554 | Total, 1862 .. | 23,881 |
| „ Cuba .. .. .. | 1,035 | „ 1861 .. | 46,768 |
| „ Two Sicilies .. .. | 267 | „ 1860 .. | 120,465 |
| „ Turkey in Asia .. .. | 20 | „ 1859 .. | 119,738 |
| „ Azores .. .. .. | 24 | | |

*Wool.*—The past year has been the most active one on record in the wool market, and a very large increase in the consumption of the article has taken place. The receipts have been as follows :—

| | | | |
|---|---|---|---|
| 1862 .. .. | 99,603 Bales | 1860 .. .. | 48,974 Bales |
| 1861 .. .. | 65,900 „ | 1859 .. .. | 45,858 „ |

The imports of foreign wool show a considerable increase over previous years. There has been a great demand for the article throughout the year, particularly during the last seven months, all desirable grades received selling readily at full prices. The imports of foreign wool have been as follows :—

| | | | |
|---|---|---|---|
| 1862 .. .. | 39,799 Bales | .. | 600 Quintals |
| 1861 .. .. | 31,578 „ | .. | 5,097 „ |
| 1860 .. .. | 30,160 „ | .. | 16,471 „ |
| 1859 .. .. | 36,708 „ | .. | 33,774 „ |

The wool business of this city has been most prosperous. The quantity of domestic growth has been much larger than in any former years, whilst the imports from abroad were considerably above the average. The quantity consumed in the United States is reckoned thus :—

| | Dollars. |
|---|---|
| For the Army .. .. .. .. .. .. | 50,000,000 |
| For the Navy .. .. .. .. .. .. | 1,000,000 |
| To supply the place of cotton, as per estimate .. | 10,000,000 |

New England manufactures in 1860,—38,059,080 dollars, against 25 244,838 dollars in 1850.

Imports from England in 1862,—2,806,681 lbs. against 849,547 lbs. in 1861. From the British Provinces in 1862,—85,466 lbs. against 7,169 lbs. in 1861.

The total amount imported into New England during 1862 was 17,539,933 lbs. against 16,378,516 lbs. in 1861.

*Specie.*—The export of specie for December has been as follows:—

| To Liverpool— | £ | c. | | £ | c. |
|---|---|---|---|---|---|
| Per Africa .. .. | 219,806 | 31 | Total for May .. | 118,995 | 0 |
| Per Arabia .. .. | 83,322 | 0 | „ April .. | 173,000 | 0 |
| | | | „ March .. | 60,346 | 0 |
| Total for December . | 303,128 | 31 | „ February . | 109,340 | 61 |
| „ November . | 674,204 | 3 | „ January . | 242,096 | 0 |
| „ October .. | 581,159 | 37 | | | |
| „ September . | 17,784 | 0 | Total, 1862 .. | 2,776,806 | 32 |
| „ August .. | 15,750 | 0 | „ 1861 .. | 228,134 | 8 |
| „ July .. | 395,905 | 0 | „ 1860 .. | 1,666,547 | 0 |
| „ June .. | 85,098 | 0 | „ 1859 .. | 6,049,420 | 56 |

*Coastwise Trade.*—The number and tonnage of vessels in the coasting trade entered and cleared during the following years :—

| | Number of Vessels. | Tonnage Entered. | Number of Vessels. | Tonnage Cleared. |
|---|---|---|---|---|
| 1862 .. .. | 762 .. | 218,311 .. | 1,701 .. | 423,334 |
| 1861 .. .. | 1,263 .. | 376,463 .. | 2,357 .. | 675,176 |
| 1860 .. .. | 1,252 .. | 387,838 .. | 2,605 .. | 716,130 |
| 1859 .. .. | 1,271 .. | 392,068 .. | 2,620 .. | 677,946 |

STATEMENT exhibiting the Number and Tonnage of American and Foreign Vessels which Entered and Cleared from the Port of Boston during the following years :—

| Date. | American. | | | | Foreign. | | | |
|---|---|---|---|---|---|---|---|---|
| | Entered. | | Cleared. | | Entered. | | Cleared. | |
| | No. of Vessels. | Tons. | No. of Vessels. | Tons. | No. of Vessels. | Tons. | No. of Vessels. | Tons. |
| 1862 | 992 | 337,441 | 824 | 244,884 | 1,724 | 281,984 | 1,373 | 282,086 |
| 1861 | 1,045 | 366,212 | 910 | 288,924 | 2,357 | 505,736 | 2,332 | 407,077 |
| 1860 | 927 | 344,191 | 783 | 245,384 | 2,190 | 374,386 | 2,231 | 386,462 |
| 1859 | 983 | 359,339 | 838 | 283,341 | 2,092 | 374,838 | 1,866 | 296,925 |

STATEMENT of the declared Value of Goods, Wares, and Merchandize of the Growth, Produce, and Manufacture of the United States, exported from the Port of Boston during the following years :—

| Year. | Total. | Gold and Silver Coin and Bullion included in the foregoing. |
|---|---|---|
| | Dollars. | Dollars. |
| 1862 .. .. | 12,183,046 | 586,581 |
| 1861 .. .. | 12,947,276 | 549,300 |
| 1860 .. .. | 13,530,770 | 2,329,980 |
| 1859 .. .. | 14,196,130 | 4,125,840 |

STATEMENT of the declared Value of Goods, Wares, and Merchandize of the Growth, Produce, and Manufacture of Foreign Countries exported to Foreign Ports during the following years :—

| Year. | Total. | Gold and Silver Coin and Bullion included in the foregoing. |
|---|---|---|
| | Dollars. | Dollars. |
| 1862 .. .. | 1,687,089 | 109,607 |
| 1861 .. .. | 2,501,188 | 175,000 |
| 1860 .. .. | 1,637,245 | 90,090 |
| 1859 .. .. | 1,975,990 | 26,380 |

STATEMENT of the declared Value of both the Domestic and Foreign Exports during the following years :—

| Year. | Total. | Gold and Silver Coin and Bullion, included in the following. |
|---|---|---|
| | Dollars. | Dollars. |
| 1862 .. .. | 13,870,135 | 870,135 |
| 1861 .. .. | 15,448,464 | 724,300 |
| 1860 .. .. | 15,168,015 | 2,420,070 |
| 1859 .. .. | 16,172,120 | 4,151,860 |

STATEMENT exhibiting the declared Value of Merchandize transported in Bond to Canada during the following years:—

| | Dollars. | | Dollars. |
|---|---|---|---|
| 1862 .. .. | 457,966 | 1860 .. .. | 344,536 |
| 1861 .. .. | 456,654 | 1859 .. .. | 1,772,641 |

*Imports.*—The value of merchandize imported into the port of Boston, in transit inland for the adjacent British Provinces during the year 1862, was 185,596 dollars.

VALUATION of the City of Boston; of the Real and Personal Estate, the Polls, the Tax Assessed, and Rate Per Cent., for the following years:—

| Years. | Real Estate. | Personal Estate. | Total Valuation. | Polls. | Tax. | On 100 dollars. |
|---|---|---|---|---|---|---|
| | Dollars. | Dollars. | Dollars. | Dollars. | Dollars. | |
| 1862 | 163,638,000 | 112,579,000 | 276,217,000 | 34,159 | 2,968,596·50 | 1·05 |
| 1861 | 167,682,100 | 108,078,000 | 275,760,100 | 35,161 | 2,507,006·39 | 0·89 |
| 1860 | 163,891,300 | 112,969,700 | 276,861,000 | 34,449 | 2,626,480·80 | 0·93 |
| 1859 | 158,410,900 | 105,018,100 | 263,429,000 | 33,456 | 2,605,445·30 | 0·97 |

*Whale Fishery.*—The length to which this report has already run, and my having last year fully entered into the statistics of the whale fishery of New Bedford, renders it only necessary for me to say that in 1862 about 400 vessels, of an average of 350 tons, were employed, and with, as far as known, but indifferent success.

*General Remarks.*—In conclusion, I would observe that the high state of apparent prosperity in New England arises in a measure from the lavish expenditure of the Government, which being made in inconvertible paper, necessarily retained within the loyal States, has so stimulated the manufactures of all descriptions that formed to the huge drafts of men, labour is nominally at a very augmented rate of wages, although it may be doubted if more food and raiment can be purchased by the workman than previously; and I may here mention that the number of aliens arrived at this port during 1862 were 5,600, of which 4,928 were British subjects, viz., 1,287 from the United Kingdom and the remainder, 3,641, from the provinces. Yet that comparison has diminished is evident, and even within this Consulate the number of British subjects applying for relief has decreased, whilst crowds of persons who formerly were living on small means now revel in affluence, from obtaining share in the multifarious Government contracts. The Government outlay in one item alone, viz., clothing, chiefly furnished by new England, involved a cost of 5,458,998,379 dollars.

Manufacturing companies have proclaimed dividends almost fabulously large, whilst the rows of new and fine houses, ever increasing, are testimony of the energy and redundant means of the citizens. But to those not in commerce the augmented prices are most irksome. Articles, particularly those imported, having been raised from 50 to 100 per cent. Men's French gloves, for instance, now cost two dollars a pair. Cotton dresses cost what muslin used to, and muslin cost what was the price of silk, and silk that used to cost 1 dollar a yard is now sought for at 3½ to 4 dollars, whilst it is not at all uncommon to see some of the pattern silk dresses from 200 dollars to 400 dollars a-piece. Meat that was 12 cents is now 20 cents. Poultry scarce, and 2 dollars to 2½ dollars for a pair of miserable little chickens the ordinary price. I should say that taking one item of household expenditure with another an increase of 50 per cent. was rather under than over the mark.

*Trade with the British Provinces.*—The trade with the British Provinces has been materially affected by the war. A great portion of

the fish, plaster, &c., previously to this event used to find a market here for their re-conveyance to the South. This outlet is of course now blocked, and in the article of gypsum or plaster alone 7,900 tons only were imported against 30,000 tons in 1860; add to which vessels are now required to pay an annual tax of 10 cents per ton (particulars of which will more properly come into my next report), and the new Stamp Duty on entries and clearances will, by increasing the hindrances to commerce, probably much affect the trade between the New England States and the British Provinces,—not to mention the state of exchange which causes a great apparent loss in turning "greenbacks" into sterling, for which loss the partial rise in freights offers but scanty compensation.

On the whole it is evident that the war has induced an apparently high state of prosperity in the New England States, but whether this is temporary and fictitious, or real and permanent, time alone can show.

Boston, May 25, 1863.

## BUFFALO.

*Report by Mr. Consul Donohoe on the Trade of Buffalo for the Year* 1862.

*Shipping and Navigation.*—Navigation on the Western Lakes opened on the 5th of April, but the Erie Canal was not opened to traffic before the 1st of May. The number of vessels which have entered and cleared at this port during the year have been as follows :—

| Nationality. | Entered. | | | Cleared. | | |
|---|---|---|---|---|---|---|
| | Number of Vessels. | Total Tonnage. | Total of Crews. | Number of Vessels. | Total Tonnage. | Total of Crews. |
| British.. .. .. | 685 | 63,173 | 3,328 | 652 | 61,195 | 3,210 |
| American (from and to British Ports) .. | 1,331 | 1,193,975 | 13,886 | 1,381 | 1,186,831 | 13,511 |
| American. Coasting trade. .. .. | 6,185 | 2,099,006 | 66,432 | 6,156 | 2,085,011 | 66,233 |

The steam ferry-boat of the Buffalo and Lake Huron Railway Company has an American registry, and her arrivals and departures are included in the return under the head of "from and to British ports." The number of vessels being built upon these lakes this winter (1862 and 1863) are as follows :—

Vessels Building at United States' Ports.

| | Number. | Tonnage. | Value. |
|---|---|---|---|
| | | | $ |
| Steamers .. .. | 3 | 1,114 | 83,550 |
| Propellers .. .. | 5 | 3,815 | 276,125 |
| Tugs .. .. .. | 8 | 1,194 | 89,550 |
| Barks .. .. .. | 2 | 1,037 | 46,665 |
| Schooners .. .. | 38 | 14,546 | 654,570 |
| Total .. .. | 56 | 21,706 | 1,150,455 |

Vessels Building at Canadian Ports.

| | Number. | Tonnage. | Value. |
|---|---|---|---|
| | | | $ |
| Steamers .. .. | 2 | 970 | 72,750 |
| Propellers .. .. | 6 | 1,960 | 147,000 |
| Tugs .. .. .. | .. | .. | .. |
| Barks .. .. .. | 6 | 2,690 | 121,050 |
| Schooners .. .. | 10 | 3,100 | 139,500 |
| Barges.. .. .. | 19 | 6,600 | 198,000 |
| Total .. .. | 43 | 15,320 | 678,300 |

There is very little ship-building at this port this winter, only one schooner and a small steamer being upon the stocks : a trades-union which exists amongst the ship-carpenters of Buffalo has had a very injurious effect upon the ship-building interests of the port, and has trans-

ferred much of the building, which was formerly carried on at this port, to other places upon the lakes. From the large number of vessels that winter here, the carpenters, however, manage to get fair employment in the repair of vessels.

The entire tonnage of the lakes for the approaching season of 1863, as given in the Annual Report of the Board of Lake Underwriters, is as follows :—

| | Number. | Tonnage. | Value. |
|---|---|---|---|
| | | | $ |
| Steamers .. .. | 143 | 53,522 | 2,190,300 |
| Propellers .. .. | 254 | 70,253 | 3,573,300 |
| Barks .. .. .. | 74 | 33,203 | 982,900 |
| Brigs .. .. .. | 85 | 24,831 | 526,200 |
| Schooners .. .. | 1,068 | 227,831 | 5,955,550 |
| Sloops .. .. .. | 16 | 667 | 12,770 |
| Barges . .. .. | 3 | 3,719 | 17,000 |
| Total .. .. | 1,643 | 413,026 | 13,257,020 |

The following Table shows the amount of loss sustained in consequence of marine disasters upon the lakes during the season of 1862 :—

| | | |
|---|---|---|
| Loss on Steam Vessels : | | |
| Hulls .. .. .. .. .. | $235,944 | |
| Cargoes .. .. .. .. .. | 232,633 | |
| Total loss by Steam Vessels .. .. | | $468,577 |
| Loss on Sailing Vessels : | | |
| Hulls .. .. .. .. .. | $391,742 | |
| Cargoes .. .. .. .. .. | 301,854 | |
| Total loss by Sailing Vessels .. .. | | 693,596 |
| Grand Total .. .. .. | | $1,162,173 |

One hundred and eight lives have been lost during the same period.

*Trade and Commerce.*—The grain trade of Buffalo during the year has been very great. The large foreign demand for breadstuffs, in conjunction with the high rates of exchange, has caused an unprecedented flow of produce from the West to the Atlantic seaboard; and Buffalo, in consequence of her canal communication with New York, has reaped a corresponding benefit from this trade.

The facilities for handling and storing grain at this port are very great. There were twenty-one steam-elevators in operation during the season, having a storage capacity of 4,415,000 bushels, and capable of elevating and transferring 82,000 bushels per hour ; three of these elevators were burnt during the season, but five new ones are now in course of construction, so that during the coming season (1863) there will be twenty-three elevators in operation, with a storage capacity of about 5,000,000 of bushels, and a transfer capacity of 2,308,000 bushels for every twenty-four hours. For the purpose of showing in a condensed form the progress of the grain trade of this city, as well as the development of the resources of the Western States from which we derive the vast supplies of grain and bread-stuffs which pass, viâ Buffalo, to the Eastern seaboard to feed the manufacturing population of the Eastern States, and for exportation to Europe. I annex a Table showing the receipts of grain at Buffalo from the year 1836 to the present time—

| Years. | Grain of all kinds in Bushels. | Grain, including Flour, reduced to Bushels. |
|---|---|---|
| 1836 .. .. .. | 543,461 | 1,239,351 |
| 1837 .. .. .. | 550,660 | 1,184,685 |
| 1838 .. .. .. | 974,751 | 2,362,851 |
| 1839 .. .. .. | 1,117,262 | 2,587,887 |
| 1840 .. .. .. | 1,075,888 | 4,061,598 |
| 1841 .. .. .. | 1,852,325 | 5,502,525 |
| 1842 .. .. .. | 2,015,928 | 5,687,468 |
| 1843 .. .. .. | 2,055,025 | 6,642,610 |
| 1844 .. .. .. | 2,335,568 | 6,910,718 |
| 1845 .. .. .. | 1,848,040 | 5,581,790 |
| 1846 .. .. .. | 6,493,522 | 13,366,167 |
| 1847 .. .. .. | 9,868,187 | 19,153,187 |
| 1848 .. .. .. | 7,396,012 | 13,641,012 |
| 1849 .. .. .. | 8,628,013 | 14,665,188 |
| 1850 .. .. .. | 6,618,004 | 12,059,559 |
| 1851 .. .. .. | 11,449,661 | 17,740,781 |
| 1852 .. .. .. | 13,892,937 | 20,390,504 |
| 1853 .. .. .. | 11,078,741 | 15,956,526 |
| 1854 .. .. .. | 18,553,455 | 22,252,235 |
| 1855 .. .. .. | 19,788,473 | 24,472,278 |
| 1856 .. .. .. | 20,123,667 | 25,753,907 |
| 1857 .. .. .. | 16,053,647 | 19,578,695 |
| 1858 .. .. .. | 20,154,666 | 27,812,980 |
| 1859 .. .. .. | 14,517,288 | 21,530,722 |
| 1860 .. .. .. | 31,521,786 | 37,053,115 |
| 1861 .. .. .. | 50,662,646 | 61,460,601 |
| 1862 .. .. .. | 58,642,344 | 72,872,454 |

The receipts of the various kinds of grain and flour at this port during the past five years have been as follows :—

| | 1858. | 1859. | 1860. | 1861. | 1862. |
|---|---|---|---|---|---|
| Wheat .. .. Bushels | 10,671,550 | 9,434,652 | 18,502,649 | 27,105,219 | 30,435,831 |
| Indian Corn.. „ | 6,751,668 | 3,113,653 | 11,386,217 | 21,024,657 | 24,288,627 |
| Oats .. .. „ | 2,275,241 | 1,394,502 | 1,209,594 | 1,797,905 | 2,624,932 |
| Barley .. .. „ | 308,375 | 361,560 | 262,158 | 313,757 | 423,124 |
| Peas .. .. „ | 22,618 | 80,228 | 80,346 | 83,344 | 78,266 |
| Rye .. .. „ | 125,214 | 124,693 | 80,822 | 337,764 | 791,564 |
| Total „ | 20,154,666 | 14,517,288 | 31,521,786 | 50,662,646 | 58,642,344 |
| Flour .. .. Barrels | 1,536,109 | 1,420,333 | 1,122,335 | 2,159,591 | 2,846,022 |

The receipts of grain for 1862 show a considerable increase as compared with former years, and the increase in the quantity of flour brought to this point shows that in the Western States they are adding to their milling facilities; but the closing of the Mississippi River to trade, with the partial suspension of the freight traffic on the Baltimore and Ohio Railway, has caused much of the Western freight, which would reach the seaboard by those routes, to be diverted to the canals and railways of this State. There are ten mills in this city and immediate neighbourhood, and 352,982 barrels of flour have been produced during the season. We draw our principal supply of wheat from the following ports: Chicago, Milwaukee, Toledo, Sandusky, Cleveland, and Detroit. The movement of grain from Lake Erie ports was larger than in any year during the last ten years, being chiefly in the class of wheat called "red winter." Of this description, and of "spring wheat" from the Lake Michigan ports, the principal part of our supply is composed.

The lumber and stave trade constitutes a very large portion of the freight carried on the lakes and canals, and is only second to grain. The larger portion of the eastward movement usually takes place in mid-summer when low rate of transportation rule. The principal sources of supply are the States of Ohio, Indiana, Michigan, Canada West, and Pennsylvania; more than fifty per cent. is from Michigan alone. In the northern peninsula of that State, in and around Saginaw and at Port Huron, on St. Clair River, are the largest and finest lumber districts in the West and North-west.

The supply of staves is derived from Ohio, Indiana, Michigan, Wisconsin, and Canada West. The following Table gives the receipt of staves and lumber at this port during a period of five years :—

| | 1858. | 1859. | 1860. | 1861. | 1862. |
|---|---|---|---|---|---|
| Staves .. number | 15,119,019 | 23,277,028 | 22,307,839 | 25,228,978 | 30,410,252 |
| Lumber .. feet .. | 67,059,173 | 111,072,446 | 111,094,496 | 58,082,713 | 125,289,971 |

This Table shows a considerable increase in both the stave and the lumber business during the past year; in fact, the merchants and dealers of this city have rarely had a more prosperous year in every description of business.

*Trade with Canada.*—There is no particular feature in connection with the trade between this port and Canada which calls for remark, except that it has scarcely kept pace with the enormous increase in the Western trade; this, however, arises from the unsettled state of the currency on this side of the lakes, but it must be a gratifying fact to our Canadian neighbours when they reflect on the stability of their banking institutions and can say that during the heavy depreciation of State and Federal currency here, the notes of the Canadian Banks bore the same premium amongst us as specie.

The trade of Buffalo with Canada, during the past year, was as follows :—

PRINCIPAL IMPORTS FROM CANADA IN 1862.

| Articles. | Quantity. | Value. |
|---|---|---|
| | | $ |
| Animals .. .. .. .. .. .. number | 28,589 | 171,936 |
| Butter .. .. .. .. .. .. lbs. | 161,639 | 19,340 |
| Barley .. .. .. .. .. .. bushels | 169,860 | 135,543 |
| Flour .. .. .. .. .. .. cwt. | 183,435 | 530,229 |
| Grain and Bread-stuffs not specified .. .. bushels | 64,122 | 44,230 |
| Hides and Skins .. .. .. .. number | 16,310 | 10,529 |
| Meats .. .. .. .. .. .. lbs. | 427,130 | 17,828 |
| Ores of Metals .. .. .. .. .. tons | 28,889 | 149,980 |
| Pelts .. .. .. .. .. .. number | 12,743 | 11,033 |
| Rags .. .. .. .. .. .. lbs. | 378,139 | 10,923 |
| Seeds .. .. .. .. .. .. bushels | 5,870 | 17,365 |
| Timber and Lumber unmanufactured.. .. .. | .. | 630,820 |
| Wool .. .. .. .. .. .. lbs. | 253,681 | 88,172 |
| Wheat .. .. .. .. .. .. bushels | 654,039 | 659,053 |
| Other Articles .. .. .. .. .. .. | .. | 68,415 |
| Value of Goods free under the Reciprocity Treaty .. | .. | $2,565,396 |
| Value of Articles liable to duty (chiefly Hoop and Scrap Iron .. .. .. .. .. .. .. | .. | 48,228 |
| Total .. .. .. .. | .. .. | $2,613,624 |

PRINCIPAL EXPORTS TO CANADA.

| Articles. | Quantity. | Value. |
|---|---|---|
| | | $ |
| Apples .. .. .. .. .. .. barrels | 4,420 | 10,785 |
| Cheese .. .. .. .. .. .. lbs. | 131,100 | 9,295 |
| Coal .. .. .. .. .. .. tons | 1,728 | 16,552 |
| Drugs and Medicines .. .. .. .. .. | .. | 9,061 |
| Household Furniture .. .. .. .. .. | .. | 11,370 |
| Indian Corn .. .. .. .. .. bushels | 119,851 | 53,635 |
| Iron, manufactures of .. .. .. .. .. | .. | 26,121 |
| Leather .. .. .. .. .. .. lbs. | 18,045 | 3,602 |
| Boots and Shoes.. .. .. .. .. .. | .. | 2,379 |
| Tobacco, manufactured .. .. .. .. lbs. | 26,971 | 2,983 |
| Cotton, manufactures of .. .. .. .. | .. | 5,553 |
| Glass .. .. .. .. .. .. .. | .. | 12,580 |
| Wood, manufactures of .. .. .. .. .. | .. | 12,928 |
| Pork .. .. .. .. .. .. barrels | 624 | 8,372 |
| Rye, Oats, and other grain .. .. .. .. | .. | 12,490 |
| Salt .. .. .. .. .. .. bushels | 75,526 | 29,393 |
| Wheat .. .. .. .. .. .. „ | 210,216 | 203,244 |
| Flour .. .. .. .. .. .. barrels | 4,422 | 24,040 |
| Wool .. .. .. .. .. .. .. | 73,581 | 20,899 |
| Petroleum .. .. .. .. .. .. | .. | 12,277 |
| Other Articles .. .. .. .. .. .. | .. | 83,283 |
| Total value of Domestic Exports .. .. | .. | $570,842 |
| Foreign Exports .. .. .. .. | .. | 6,756 |
| Total Exports .. .. .. .. | .. | $577,598 |

*Manufactures.*—This city has been built up by the grain trade of the Western States, though from its situation on the lake, with its canal communication with New York, it presents many facilities for carrying on a large manufacturing business, and as this fact has now become apparent to its enterprising population, I fully expect to see Buffalo take, within a few years, a favourable position amongst the manufacturing towns of this continent. Two large blast furnaces, with rolling-mills, have been in operation during the past year, and have transacted a considerable amount of business; and though but little has been done towards introducing iron ship-building, this port possesses great advantages for carrying on that branch of business, and I expect that eventually a large proportion of the lake screw-boats will be constructed of iron.

*Canal Commerce.*—I shall now proceed to give a few statistics as regards the canal commerce of Buffalo. The amount of traffic by the Erie Canal during the year 1862 was as follows:—

EXPORTS FROM BUFFALO.

BOATS.

| | $ cts. |
|---|---|
| Tolls at 2 cents .. .. .. .. .. .. | 72,798 00 |
| Commutation toll .. .. .. .. .. | 9 00 |
| Total .. .. .. .. | $72,807 00 |

EXPORTS FROM BUFFALO.—*continued.*

| Articles. | Quantity. | Reduced to Tons of 2,000 lbs. | Value. |
|---|---|---|---|
| THE FOREST. | | | |
| | | | $ |
| Furs and Peltry .. .. .. lbs. | .. | .. | .. |
| *Products of Wood:* | | | |
| Boards and Scantling .. 1,000 ft. | 88,327,978 | 147,213 | 1,148,264 |
| Shingles .. .. .. 1,000 | 36,327 | 4,541 | 108,981 |
| Timber .. .. .. 100 c. ft. | 14,570 | 291 | 2,914 |
| Staves .. .. .. lbs. | 297,357,527 | 148,679 | 1,635,466 |
| Wood, cords .. .. .. .. | 73 | 204 | 365 |
| Ashes, Pots and Pearls .. barrels | 1,059 | 291 | 48,714 |
| Total of Forest .. | .. | 301,219 | $2,944,704 |
| Tolls .. .. .. | .. | .. | $285,565 |
| AGRICULTURE. | | | |
| *Product of Animals:* | | | |
| Pork .. .. .. .. barrels | 126,421 | 20,227 | 1,390,631 |
| Beef .. .. .. .. „ | 53,826 | 8,612 | 538,260 |
| Bacon .. .. .. lbs. | 4,242,483 | 2,121 | 339,399 |
| Cheese .. .. .. „ | 80,238 | 40 | 8,826 |
| Butter .. .. .. „ | 103,807 | 52 | 16,609 |
| Lard, Tallow, and Lard Oil „ | 6,549,454 | 3,275 | 589,451 |
| Wool .. .. .. .. „ | 1,371,098 | 686 | 754,104 |
| Hides .. .. .. „ | 486,003 | 243 | 72,900 |
| Total .. .. .. | .. | 35,256 | $3,710,180 |
| Tolls .. .. .. | .. | .. | 46,507 |
| *Vegetable Food:* | | | |
| Flour .. .. .. barrels | 451,814 | 48,796 | 2,597,031 |
| Wheat .. .. .. bushels | 27,751,786 | 832,554 | 27,751,786 |
| Rye .. .. .. .. „ | 653,480 | 18,297 | 457,436 |
| Corn .. .. .. .. „ | 22,487,185 | 629,641 | 9,444,618 |
| Corn Meal .. .. .. barrels | 9,196 | 993 | 25,289 |
| Barley .. .. .. bushels | 201,744 | 4,842 | 201,744 |
| Barley Malt .. .. .. „ | 73,657 | 1,252 | 88,388 |
| Oats .. .. .. .. „ | 2,164,778 | 34,636 | 865,911 |
| Bran and Ship Stuffs .. lbs. | 5,299,674 | 2,650 | 39,748 |
| Peas and Beans .. .. bushels | 58,682 | 1,760 | 80,981 |
| Apples .. .. .. barrels | 37 | 3 | 37 |
| Potatoes .. .. .. bushels | 1,250 | 38 | 563 |
| Dried Fruit .. .. .. lbs. | 11,770 | 6 | 5,885 |
| Total .. .. .. | .. | 1,575,468 | $41,560,317 |
| Tolls .. .. .. | .. | .. | $2,638,540 |
| *All other Agricultural Products:* | | | |
| Cotton .. .. .. lbs. | 2,320 | 1 | 928 |
| Unmanufactured Tobacco .. „ | 680,550 | 340 | 136,110 |
| Clover and Grass Seed .. „ | 473,981 | 237 | 30,809 |
| Flax Seed .. .. .. „ | 1,170,819 | 585 | 40,979 |
| Hops .. .. .. .. „ | 357 | .. | 64 |
| Total .. .. .. | .. | 1,163 | $208,890 |
| Tolls .. .. .. | .. | .. | $1,471 |
| Total Agriculture .. | .. | 1,611,887 | $45,479,387 |
| Total Tolls .. .. | .. | .. | $2,686,518 |

EXPORTS FROM BUFFALO.—*continued.*

| Articles. | Quantity. | Reduced to Tons of 2,000 lbs. | Value. |
|---|---|---|---|
| MANUFACTURES. | | | $ |
| Domestic Spirits .. .. .. gallons | 1,520,280 | 6,081 | 380,070 |
| Oil Meal and Cake .. .. lbs. | 7,214,119 | 3,607 | 144,282 |
| Leather .. .. .. .. „ | 14,429 | 7 | 3,607 |
| Furniture .. .. .. .. „ | 238,474 | 119 | 41,733 |
| Bar and Pig Iron .. .. „ | 6,951,961 | 3,476 | 556,157 |
| Pig Iron .. .. .. .. „ | 2,599,705 | 1,300 | 32,496 |
| Bloom and Bar Iron .. .. „ | 2,700,921 | 1,350 | 94,532 |
| Castings and Ironware .. .. „ | 368,907 | 184 | 14,756 |
| Domestic Salt .. .. .. „ | 12,600 | 6 | 91 |
| Total Manufactures .. | .. | 16,130 | $1,267,724 |
| Tolls .. .. .. | .. | .. | $16,868 |
| MERCHANDISE. | | | |
| Sugar .. .. .. .. lbs. | 5,855 | 3 | 615 |
| Molasses .. .. .. .. „ | 1,843 | 1 | 83 |
| Nails, Spikes, and Horse Shoes .. „ | 2,731,638 | 1,366 | 109,266 |
| Iron and Steel .. .. .. „ | 6,147,357 | 3,074 | 353,473 |
| Flint Enamel, Crockery, and Glass-ware .. .. .. .. „ | 141,304 | 71 | 7,065 |
| All other Merchandise .. .. „ | 1,418,776 | 709 | 354,694 |
| Total Merchandise .. | .. | 5,224 | $825,196 |
| Tolls .. .. .. | .. | .. | $450 |
| OTHER ARTICLES. | | | |
| Live Cattle, Hogs, and Sheep .. lbs. | 600 | .. | 30 |
| Stone, Lime, and Clay .. .. „ | 9,185,376 | 4,593 | 114,817 |
| Gypsum .. .. .. .. „ | 3,600 | 2 | 7 |
| Bituminous Coal .. .. .. „ | 57,894,000 | 28,947 | 159,209 |
| Copper Ore .. .. .. „ | 6,283,308 | 3,142 | 1,256,662 |
| Sundries .. .. .. .. „ | 19,675,081 | 9,838 | 1,377,256 |
| Total .. .. .. | .. | 46,522 | $2,907,981 |
| Tolls .. .. .. | .. | .. | $21,884 |
| Grand Total .. .. | .. | 1,980,982 | $53,424,992 |
| Total Tolls .. .. | .. | .. | $3,084,082 |

IMPORTS.

| Articles. | Quantity. | Reduced to Tons of 2,000 lbs. | Value. |
|---|---|---|---|
| THE FOREST. | | | $ |
| Furs and Peltry .. .. .. lbs. | .. | .. | .. |
| *Products of Wood:* | | | |
| Boards and Scantling .. 1,000 ft. | 119,797 | 200 | 1,557 |
| Shingles .. .. .. 1,000 | 31,172 | 3,896 | 93,516 |
| Timber .. .. .. 100 c. ft. | 145,881 | 2,918 | 29,176 |
| Wood .. .. .. cords | 5,743 | 16,080 | 28,715 |
| Total of Forest .. .. | .. | 23,094 | $152,964 |

IMPORTS.—*continued.*

| Articles. | | Quantity. | Reduced to Tons of 2,000 lbs. | Value. |
|---|---|---|---|---|
| AGRICULTURE. | | | | $ |
| *Product of Animals:* | | | | |
| Bacon | lbs. | 1,455 | 1 | 116 |
| Cheese | „ | 916 | .. | 101 |
| Butter | „ | 3,927 | 2 | 628 |
| Hides | „ | 193,503 | 97 | 29,025 |
| Total | .. | .. | 100 | $29,870 |
| *Vegetable Food:* | | | | |
| Flour | barrels | 521 | 56 | 2,996 |
| Wheat | bushels | 3,108 | 93 | 3,108 |
| Corn | „ | 403 | 11 | 169 |
| Bran and Ship Stuffs | lbs. | 222,526 | 111 | 1,669 |
| Peas and Beans | bushels | 411 | 12 | 567 |
| Apples | barrels | 56,403 | 4,230 | 56,403 |
| Potatoes | bushels | 7,374 | 221 | 3,318 |
| Dried Fruit | lbs. | 250,311 | 125 | 125,156 |
| Total | .. | .. | 4,859 | $193,386 |
| *All other Agricultural Products:* | | | | |
| Cotton | lbs. | 381 | .. | 152 |
| Unmanufactured Tobacco | „ | 139,712 | 70 | 27,942 |
| Hemp | „ | 10,008 | 5 | 801 |
| Clover and Grass Seed | „ | 14,553 | 7 | 946 |
| Hops | „ | 84,449 | 42 | 15,201 |
| Total | .. | .. | 124 | $45,042 |
| Total Agriculture | .. | .. | 5,083 | $268,298 |
| MANUFACTURES. | | | | |
| Domestic Spirits | gallons | 11,853 | 47 | 2,963 |
| Leather | lbs. | 1,108,883 | 554 | 277,221 |
| Furniture | „ | 1,894,764 | 947 | 331,584 |
| Bar and Pig Lead | „ | 5,260 | 3 | 421 |
| Pig Iron | „ | 13,970,075 | 6,985 | 174,626 |
| Bloom and Bar Iron | „ | 883,038 | 442 | 30,906 |
| Castings and Ironware | „ | 12,251,942 | 6,126 | 490,078 |
| Domestic Woollens | „ | 19,860 | 10 | 16,881 |
| „ Cottons | „ | 660,236 | 330 | 422,551 |
| „ Salt | „ | 177,620,435 | 88,810 | 1,278,867 |
| Foreign Salt | „ | 32,901,873 | 16,451 | 296,117 |
| Total Manufactures | .. | .. | 120,705 | $3,322,215 |
| MERCHANDISE. | | | | |
| Sugar | lbs. | 27,581,579 | 13,791 | 2,896,066 |
| Molasses | „ | 8,452,769 | 4,226 | 380,375 |
| Coffee | „ | 1,979,114 | 990 | 494,779 |
| Nails, Spikes, and Horse Shoes | „ | 2,015,039 | 1,008 | 80,602 |
| Iron and Steel | „ | 4,862,421 | 2,431 | 279,589 |
| Railroad Iron | „ | 6,747,043 | 3,374 | 236,147 |
| Flint Enamel, Crockery, and Glass-ware | „ | 4,824,801 | 2,412 | 241,240 |
| All other Merchandise | „ | 69,959,473 | 34,980 | 27,983,789 |
| Total Merchandise | .. | .. | 63,212 | $32,592,587 |

IMPORTS—*continued*.

| Articles. | | Quantity. | Reduced to Tons of 2,000 lbs. | Value. |
|---|---|---|---|---|
| OTHER ARTICLES. | | | | $ |
| Live Cattle, Hogs, and Sheep .. | lbs. | 6,485 | 3 | 324 |
| Stone, Lime, and Clay .. .. | „ | 26,659,528 | 13,330 | 333,244 |
| Anthracite Coal .. .. .. | „ | 187,585,812 | 93,793 | 609,654 |
| Bituminous Coal.. .. .. | „ | 5,958,800 | 2,979 | 14,897 |
| Iron Ore .. .. .. .. | „ | 46,198,633 | 23,099 | 92,397 |
| Sundries .. .. .. .. | „ | 16,248,172 | 8,124 | 4,062,043 |
| Total .. .. .. | | .. | 141,328 | $5,112,559 |
| Grand Total .. .. | | .. | 353,422 | $41,448,623 |

The above Tables give in detail the entire freight movement by the Erie Canal, from and to Buffalo, during the year 1862. The following Table shows the wonderful increase in the canal traffic eastwards which has taken place during the past nine years. The ton weight as used in the United States is 2,000 lbs.

STATEMENT SHOWING THE EASTWARD MOVEMENT OF FREIGHT FROM BUFFALO, BY THE ERIE CANAL, FOR NINE YEARS.

| | Products of the Forest. | Products of Animals. | Vegetable Food. | Other Agricultural Products. | Manufactures. | Merchandise. | Other Articles. | Total. | Total Value. | Tolls Received. |
|---|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | $ | $ cts. |
| 1854 .. .. | 154,816 | 42,750 | 457,153 | 5,874 | 5,505 | 1,992 | 23,226 | 691,216 | 26,936,702 | 685,315 35 |
| 1855 .. .. | 151,994 | 25,628 | 481,044 | 2,418 | 7,149 | 4,457 | 19,254 | 688,107 | 29,258,437 | 755,574 50 |
| 1856 .. .. | 137,851 | 10,611 | 493,132 | 992 | 1,962 | 1,040 | 16,650 | 662,238 | 21,970,119 | 783,905 62 |
| 1857 .. .. | 166,780 | 4,868 | 367,529 | 827 | 6,804 | 521 | 24,191 | 571,520 | 16,956,740 | 598,470 44 |
| 1858 .. .. | 165,597 | 23,588 | 529,649 | 2,093 | 18,184 | 3,888 | 23,497 | 776,496 | 24,267,171 | 719,683 09 |
| 1859 .. .. | 281,664 | 14,232 | 296,447 | 1,372 | 9,553 | 2,909 | 53,363 | 659,540 | 16,236,991 | 552,432 00 |
| 1860 .. .. | 293,048 | 3,106 | 755,549 | 289 | 6,012 | 3,982 | 51,768 | 1,113,754 | 24,412,883 | 1,187,315 45 |
| 1861 .. .. | 176,325 | 4,708 | 1,323,658 | 491 | 18,118 | 2,456 | 53,989 | 1,579,745 | 33,300,920 | 2,102,012 37 |
| 1862 .. .. | 301,219 | 35,256 | 1,575,468 | 1,163 | 16,130 | 5,224 | 46,522 | 1,980,982 | 53,424,992 | 3,084,081 99 |

STATEMENT SHOWING THE RECEIPTS OF WESTWARD MOVING FREIGHT AT BUFFALO, BY THE ERIE CANAL, FOR NINE YEARS.

| | Products of the Forest. | Products of Animals. | Vegetable Food. | Other Agricultural Products. | Manufactures. | Merchandise. | Other Articles. | Total. | Merchandise going to Western States and Canada. |
|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | $ |
| 1854 .. .. .. | 48,105 | 509 | 2,212 | 108 | 59,116 | 190,459 | 80,263 | 380,772 | 167,550 |
| 1855 .. .. .. | 58,536 | 367 | 8,221 | 109 | 87,709 | 171,176 | 77,991 | 404,108 | 145,530 |
| 1856 .. .. .. | 67,198 | 300 | 10,347 | 203 | 61,473 | 149,769 | 85,314 | 375,204 | 114,696 |
| 1857 .. .. .. | 76,046 | 85 | 5,473 | 311 | 51,062 | 85,766 | 100,206 | 318,949 | 74,733 |
| 1858 .. .. .. | 46,699 | 297 | 4,872 | 516 | 55,610 | 56,301 | 54,670 | 218,965 | 47,350 |
| 1859 .. .. .. | 26,853 | 281 | 7,749 | 340 | 67,396 | 85,668 | 60,983 | 249,271 | 72,767 |
| 1860 .. .. .. | 26,933 | 93 | 4,871 | 206 | 60,199 | 84,152 | 69,730 | 246,184 | 72,030 |
| 1861 .. .. .. | 16,015 | 103 | 4,770 | 93 | 90,068 | 42,096 | 86,732 | 239,883 | 35,278 |
| 1862 .. .. .. | 23,094 | 100 | 4,859 | 124 | 120,705 | 63,212 | 141,328 | 353,422 | .. |

4 B 2

So great has been the increase in traffic, that projects are now on foot for making double locks at places where during the past year a serious detention of the boats has been found to impede the traffic. Various projects are now (March 1863) under consideration by the Legislature of the State of New York, all tending to afford further facilities than those possessed at present by the Erie Canal for forwarding an increased rate of freight from the West. Any considerable enlargement of the area of the locks, accompanied with widening and deepening the canal, would be very likely to meet with much opposition from the people of the Western section of this State, as under such circumstances grain might be carried from the Western States through to New York without handling or breaking bulk at this port, and such a result they naturally suppose would be very injurious to their interests. There is no doubt, however, that the capacity of the Erie Canal was pressed to its outside limit during the past season, and though there is no change that can now be made for the accommodation of an increased traffic during the coming season of 1863, I have no doubt that some feasible measure will be found to afford increased facilities within a very short period.

There are about 3,500 boats employed upon the canal in the carriage of freight, the average capacity of these boats may be put down at 200 tons, but only about 2,000 of them are suited to the carriage of grain. If each of these boats make eight round trips in the season, and you take the average capacity as 6,000 bushels, it will give a result of 96,000,000 bushels as the amount of grain that can be passed by the Erie Canal from the western lakes to New York during the season of navigation.

Buffalo, March 30, 1863.

## MAINE AND NEW HAMPSHIRE.

*Report by Mr. Consul Murray on the Trade of Maine and New Hampshire for the year* 1861.

I HAVE the honour to submit the following report of trade and navigation within the Consulate of Maine and New Hampshire during the year 1861.

At the port of Portland the entries and clearances of British vessels have been as follows:—

ENTRIES.

| Steamers | Ships | Brigs | Schooners | Tonnage | Crews | Invoice Value of Cargoes |
|---|---|---|---|---|---|---|
| 26 | 11 | 46 | 288 | 68,283 | 3,919 | £1,328,546 |

With cargoes consisting of general merchandize, 28; sugar and molasses, 25; fish and oil, 21; coal, 83; salt, 3; lumber, 8; gypsum, 91; miscellaneous and mixed, 31; cord wood, 63; ballast, 18.

CLEARANCES.

| Steamers | Ships | Brigs | Schooners | Tonnage | Crews | Invoice Value of Cargoes |
|---|---|---|---|---|---|---|
| 27 | 9 | 49 | 291 | 68,037 | 3,984 | £376,829 |

Taking general merchandize, 143; flour and grain, 31; ballast, 22.

The following Table will show the movement of British trade at Portland during the years from 1857 to 1861, inclusive:—

| ENTRIES | | | | CLEARANCES | | | |
|---|---|---|---|---|---|---|---|
| Years | Vessels | Tons | Invoice Value of Cargoes | Years | Vessels | Tons | Invoice Value of Cargoes |
| 1857.... | 224 | 39,856 | £600,494 | 1857... | 222 | 39,437 | £141,443 |
| 1858.... | 192 | 23,326 | £725,948 | 1858... | 193 | 23,196 | £78,404 |
| 1859.... | 297 | 52,031 | £723,000 | 1859... | 292 | 50,747 | £164,147 |
| 1860.... | 363 | 75,532 | £1,458,178 | 1860... | 363 | 74,410 | £240,306 |
| 1861.... | 371 | 68,283 | £1,328,546 | 1861... | 376 | 68,037 | £376,829 |

The total amount of British and foreign trade at this port of Portland, during the year 1861, will be found in the following Table:—

ENTRIES.

| Nations | Vessels | Tons | Crews | Invoice Value of Cargoes |
|---|---|---|---|---|
| British..... | 371 | 68,283 | 3,919 | £1,328,546 |
| American..... | 255 | 65,081 | 1,977 | £144,088 |
| Norwegian..... | 2 | 958 | 30 | .. |
| Spanish..... | 2 | 795 | 19 | .. |
| Brazilian..... | 1 | 608 | 25 | .. |
| Totals..... | 631 | 135,725 | 5,970 | £1,472,634 |

CLEARANCES.

| Nations | Vessels | Tons | Crews | Invoice Value of Cargoes |
|---|---|---|---|---|
| British | 376 | 68,037 | 3,984 | £376,829 |
| American | 362 | 90,015 | 2,889 | £242,229 |
| Norwegian | 2 | 958 | 30 | £7,791 |
| Spanish | 2 | 795 | 19 | £2,673 |
| Brazilian | 1 | 608 | 25 | £480 |
| Totals | 743 | 160,413 | 6,947 | £630,002 |

The total amount of British and foreign trade at this port of Portland, during the five years from 1857 to 1861 inclusive, has been as follows:—

| ENTRIES | | | | CLEARANCES | | | |
|---|---|---|---|---|---|---|---|
| Years | Vessels | Tons | Invoice Value of Cargoes | Years | Vessels | Tons | Invoice Value of Cargoes |
| 1857 | 359 | 73,980 | £834,094 | 1857 | 552 | 119,405 | £451,943 |
| 1858 | 423 | 77,164 | £971,138 | 1858 | 566 | 115,638 | £298,390 |
| 1859 | 548 | 106,778 | £993,000 | 1859 | 625 | 164,919 | £347,362 |
| 1860 | 556 | 130,921 | £1,654,967 | 1860 | 733 | 154,142 | £448,403 |
| 1861 | 931 | 135,725 | £1,472,634 | 1861 | 743 | 160,413 | £630,002 |

The value of imports for the year 1861, compared with that of the preceding year, has undergone a slight diminution, and may be attributed to the unsettled state of the country.

The greater part of British imports, in British vessels, arrives at Portland, for transmission to Canada, during the winter season, by the Grand Trunk Railway. Some imports were destined for the Western States, and others for New York and Boston; but the actual British imports from Europe for consumption at Portland was very trifling, and consisted of coals, salt, iron, and hardware. The merchants and traders of Portland and of this State are not generally direct importers of British manufactured goods, but obtain their supplies from Boston and New York.

The principal commercial business carried on in Portland is with the Island of Cuba, exporting lumber and cooperage stock, and importing molasses and sugar. The quantity of these articles for the past year is as follows:—

| | | | £ |
|---|---|---|---|
| Lumber | 8,502,000 feet | Value | 22,205 |
| Box Shooks | 809,833 „ | „ | 89,083 |
| Hogshead Shooks | 119,337 „ | „ | 41,768 |
| Hoops | 2,341M „ | „ | 11,705 |
| Empty Casks | 7,751 „ | „ | 1,940 |
| Sugar | 1,484,800 lbs. | „ | 37,120 |
| Molasses | 4,971,528 gallons. | „ | 290,000 |

In the value of exports there was a considerable increase, owing to the large shipments of grain and flour from Canada, and this augmentation appears to be progressive.

During the past year, 267,600 barrels of flour, and 374,810 bushels of corn have been received from all quarters, the greater part of the flour being shipped for Great Britain.

No alteration has taken place in the nature of either exports or

imports as reported in former years, with the exception of kerosene oil, of which 219,360 gallons were exported to Europe and the British Provinces. The following is a statement of British and foreign trade at the principal ports within the Consulate of Maine and New Hampshire during 1861 :—

*Eastport.*

ENTERED.

| Nationality | Vessels | Tons | Crews | Invoice Value of Cargoes |
|---|---|---|---|---|
| British..... | 77 | 18,621 | 642 | £26,420 |
| American..... | 96 | 20,350 | 750 | £17,700 |
| Totals..... | 173 | 38,971 | 1,392 | £44,120 |

CLEARED.

| Nationality | Vessels | Tons | Crews | Invoice Value of Cargoes |
|---|---|---|---|---|
| British..... | 77 | 18,621 | 642 | £30,165 |
| American..... | 91 | 19,818 | 658 | £22,000 |
| Totals..... | 168 | 38,439 | 1,300 | £52,165 |

*Portsmouth.*

ENTERED.

| Nationality | Vessels | Tons | Crews | Invoice Value of Cargoes |
|---|---|---|---|---|
| British..... | 48 | 3,418 | 252 | £2,105 |
| American..... | 10 | 4,177 | 116 | £2,426 |
| Totals..... | 58 | 7,595 | 368 | £4,531 |

CLEARED.

| Nationality | Vessels | Tons | Crews | Invoice Value of Cargoes |
|---|---|---|---|---|
| British..... | 48 | 3,418 | 252 | £580 |
| American..... | 10 | 3,100 | 85 | £230 |
| Totals..... | 58 | 6,518 | 337 | £810 |

*Bath.*

ENTERED.

| Nationality | Vessels | Tons | Crews | Invoice Value of Cargoes |
|---|---|---|---|---|
| British..... | 41 | 2,987 | 173 | £1,676 |
| American..... | 17 | 9,890 | 238 | £14,549 |
| Totals..... | 58 | 12,877 | 411 | £16,225 |

CLEARED.

| Nationality | Vessels | Tons | Crews | Invoice Value of Cargoes |
|---|---|---|---|---|
| British | 41 | 2,987 | 173 | £784 |
| American | 24 | 9,557 | 247 | £1,221 |
| Totals | 65 | 12,544 | 420 | £2,005 |

The average market prices of the several articles of import and export at Portland, during the past year, have been as follow:—

| | s. | d. |
|---|---|---|
| Ashes:—Pearl, per 112 lbs. | 27 | 6 |
| „ Pot | 25 | 0 |
| Bread,—Pilot, per lb. | 0 | 2½ |
| „ Navy | 0 | 2 |
| Coal:—Cumberland, per ton of 2,000 lbs. | 28 | 3 |
| „ Anthracite | 27 | 9 |
| „ Sydney | 17 | 9 |
| „ Picton | 17 | 9 |
| Candles:—Tallow, per lb. | 0 | 6 |
| „ Sperm | 1 | 6 |
| Coffee:—Java | 0 | 11 |
| „ St. Domingo | 0 | 8½ |
| Cordage:—Manilla | 0 | 4½ |
| „ American | 0 | 5½ |
| Fish:—Cod, per 100 lbs. | 10 | 0 |
| „ Pollock | 6 | 6 |
| „ Mackerel, per barrel | 30 | 0 |
| Iron:—English, per lb. | 0 | 2 |
| „ Swedish bar | 0 | 3 |
| „ Norway | 0 | 2¾ |
| Lard, per lb. | 0 | 5 |
| Lumber:—Canada, per 1,000 ft. | 55 | 0 |
| Lumber:—Shingles | 12 | 6 |
| „ Hogshead shooks | 7 | 6 |
| „ Box shooks | 2 | 0 |
| Molasses, per gallon | 1 | 2 |
| Naval Stores:—Tar, per barrel | 29 | 4 |
| „ Pitch | 20 | 11 |
| Oil:—Sperm, per gallon | 6 | 9 |
| „ Whale refined | 2 | 4 |
| „ Lard | 3 | 8 |
| „ Keresine | 2 | 6 |
| Plaster of Paris, per ton | 5 | 7 |
| Provisions:—Beef, per 200 lbs. | 45 | 6 |
| „ Pork | 74 | 4 |
| Salt:—Turks Island, per hghd. | 9 | 0 |
| „ Trapani | 8 | 5 |
| „ Liverpool | 8 | 0 |
| Sugar:—Habana, per lb. | 0 | 5 |
| „ Crushed | 0 | 6 |
| Tea:—Young Hyson | 3 | 0 |
| „ Souchong | 1 | 7 |
| Tobacco:—Manufactured, No. 1, per lb. | 1 | 8 |
| „ No. 2 | 1 | 2 |

The average of exchange may be calculated at 10¼ per cent. premium in favour of England, but this at Portland is only nominal. There being little direct commerce with England, the rates of exchange are regulated by the Boston and New York markets.

The agricultural produce of Maine consists of wheat, maize, oats, beans, potatoes, and hay. Of wheat, maize, and oats, there is very little grown, not sufficient for home consumption—supplies of each being procured from Canada and the Western States. Potatoes and hay are produced in large quantities, and generally shipped to the West Indies and the Southern States. The blockade of the Southern ports prevented the usual shipments to the South; but the hay crops in New Brunswick and Nova Scotia having been light, a market was found there for part of the surplus stock. The United States Government have also required considerable shipments for the commissariat.

A great number of cattle and sheep are raised in this State of Maine, and find a ready market in the neighbouring State of Massachusetts.

The following is a statement of vessels built in Maine and New Hampshire during the year ending June, 1861:—

| | Class of Vessels | | | | | Total Number of Vessels built | Total Tonnage |
|---|---|---|---|---|---|---|---|
| | Ships and Barks | Brigs | Schooners | Sloops & Canal Boats | Steamers | | |
| Maine ..... | 50 | 22 | 84 | 1 | 4 | 161 | 57,343 |
| New Hampshire | 5 | .. | 5 | .. | .. | 10 | 4,602 |

The tonnage owned in Maine in 1860 was 803,071, or about 17 per cent. of the whole tonnage of the United States, which, in that year, was 5,353,868 tons.

During the past year many vessels belonging to the States of Maine and New Hampshire were transferred to the British flag, in consequence of the cessation of the cotton trade with the Southern States, and the liability of seizure by the Southern privateers.

There are no mining operations carried on, either in this State of Maine or in New Hampshire.

The manufactories at Portland consist of two iron foundries, one for locomotives, a sugar refinery, steam flour mills, kerosine oil works, sail cloth, lucifer matches, gas works, tanneries, wool stapling, soap factory, distillery, steam bakery for naval and pilot bread, several brick kilns and planing mills.

The cotton and wool mills in Maine are at Saco, Bideford, Brunswick, Lewiston, and Augusta. They employ a capital of about 7,000,000 dollars.

In New Hampshire, the principal cotton and wool mills are at Manchester, Dover, Nashua, Great Falls, Newmarket, and Salmon Falls, and employ a capital of about 14,000,000 dollars.

The number of banks in Maine in June 1861 was 71, whose condition appears in the following Table:—

| | |
|---|---|
| Capital ..... | $7,783,000 |
| Bills in circulation ..... | 4,061,692 |
| Deposits ..... | 3,023,202 |
| Net profits on hand ..... | 585,275 |
| Gold and silver ..... | 667,433 |
| Real estate ..... | 235,696 |
| Balances due from other Banks ..... | 1,491,560 |
| Loan ..... | 12,776,971 |

The average dividend of these banks is about 7 per cent. per annum. They pay a tax of one per cent. on their capital.

There are fourteen savings institutions in the State of Maine, having funds amounting in the aggregate to 1,525,946 dollars, deposited by 9,245 persons. Nearly half a million of this amount is in two banks in Portland.

The length of railroads in the State of Maine is 492 miles, single track, of which 230 miles is on a gauge of 5 ft. 8 in., the remainder 4 ft. 10 ins. The Grand Trunk Railway crosses Maine from Portland, a distance of 80 miles, then passing across New Hampshire and Vermont, extends on through Canada to Lake Huron and Detroit, a distance of nearly 1,000 miles, where it connects, by steamers on Lake Huron and by railways at Detroit, with the great railways which intersect the valley of the Mississippi.

The whole cost of the railways in Maine has been 20,000,000 dollars.

These roads extend 175 miles, from the western border at Portsmouth easterly to Milford, and in the interior across the State northwesterly by the Grand Trunk, and northerly to Farmington and

Skowhegan by the Androscoggin and the Kennebec and Somerset roads, thus furnishing ample facilities for internal communication and traffic to the principal portions of the territory. They have greatly enhanced the value of property through which they pass and to which they extend.

The following Table gives the names and distances of these railroads ;—

| | | |
|---|---|---|
| Androscoggin | 37 | miles. |
| Androscoggin Extension | 36 | „ |
| Androscoggin and Kennebec | 55 | „ |
| Penobscot and Kennebec | 55 | „ |
| Atlantic and St. Lawrence to Island Point | 149 | „ |
| Bangor, Oldtown, and Milford | 13 | „ |
| Great Falls and South Berwick | 3 | „ |
| Kennebec and Portland | 63 | „ |
| Bath Branch | 9½ | „ |
| Somerset and Kennebec | 37 | „ |
| Portland, Saco, and Portsmouth | 51 | „ |
| Boston and Maine | 3 | „ |
| York and Cumberland | 18 | „ |
| Machias Port | 7½ | „ |
| Calais and Baring and Leweys Island | 23 | „ |

In New Hampshire there are 565 miles of railroad in operation at a cost of $18,000,000.

Maine, August 20, 1862.

## MAINE AND NEW HAMPSHIRE.

*Report by Mr. Consul Murray on the Trade of Maine and New Hampshire for the year* 1862.

THE trade and commerce of Portland during the past year, notwithstanding the frequent and violent fluctuations in trade and market values, would appear to have been progressive. Many branches of trade have increased, and the general amount of business is stated to have exceeded any former year. The fluctuations of gold and the extreme high rates of exchange have had the effect of restricting the usual trade with the Canadas, more especially that of flour, which had begun to form an important branch of business in this market. The increase of trade with the Western States is, however, believed to have fully made up for this temporary restriction of the flour business.

There appears to have been a considerable increase in shipments to foreign ports over those of former years. Many of the largest and finest ships that have been built in New England during the year have come to Portland to load lumber, &c., for Europe. Heretofore ships of this class have proceeded to New Orleans to load cotton.

*Freighting Business.*—There has been a very large increase in the freighting business of this port during the past year, and the shipping interests of this city of State have been more compensating than any previous year. The Cuba trade has not only given employment at unusually high rates to all the tonnage of this port, but vessels from various parts of the State, and large numbers at New York, Boston, and other ports, have sought profitable employment in this market throughout the year. Six or seven years ago the ruling rates for box shooks to Cuba were 15 cents to 16 cents, but the falling off of the return fall freights at Cuban ports obliged many vessels to return in ballast, which subsequently induced higher rates, and freights have gradually advanced, reaching as high as 40 cents on box shooks the past season. European freights have also formed a more important branch of this class of business than ever before. Ships of the largest class have found ready engagements, and the facilities now offered at Portland for the shipment of deals have largely drawn off from other ports which have hitherto monopolized the business.

The following is a tabular statement of the imports and exports during the year 1862 :—

| Imports. | | Exports. | |
|---|---|---|---|
| Almonds ..... boxes | 85 | Alcohol ..... gallons | 16,130 |
| Apples ..... barrels | 2,283 | Ashes ..... barrels | 8,825 |
| Asphaltum ..... pipes | 52 | „ ..... lbs. | 872,430 |
| „ ..... hogsheads | 41 | Apples ..... barrels | 5,844 |
| Axes ..... boxes | 25 | Asphaltum ..... casks | 66 |
| Butter ..... tubs | 8 | Butter ..... lbs. | 1,272,548 |
| Brandy ..... cases | 8 | Beef ..... lbs. | 504,458 |
| Bark ..... cords | 10 | „ ..... tierces | 96 |
| | | „ ..... barrels | 340 |
| | | Boots and Shoes .... cases | 68 |
| | | „ „ pairs | 1,419 |
| | | Beans ..... bushels | 358 |
| | | Bricks ..... M. | 125 |
| | | Brooms ..... dozen | 206 |
| | | Bread ..... barrels | 105 |
| Coals ..... tons | 18,548 | Cheese ..... lbs. | 262,606 |
| Cotton ..... bales | 2,364 | Candles ..... lbs. | 31,712 |
| Coffee ..... bags | 40 | Coal ..... tons | 492 |
| Cocoa-nuts ..... No. | 1,000 | Corn ..... bushel | 7,060 |
| Chocolate ..... barrels | 18 | Coffee ..... lbs. | 161 |

| | | | | | |
|---|---|---|---|---|---|
| Cigars | cases | 152 | Crackers | kegs | 22 |
| „ | M. | 56½ | Clothing | cases | 6 |
| Cider | barrels | 250 | Cotton Cloth | yards | 1,251 |
| Chains | casks | 25 | Cement | barrels | 53 |
| Clapboards | M. | 6 | Castings | lbs. | 22,089 |
| Cedar | logs | 239 | Chains | lbs. | 1,200 |
| | | | Copper Nails | lbs. | 300 |
| | | | Copper Ore | barrels | 12 |
| | | | Carriages | No. | 2 |
| | | | Cart Hhds | No. | 66 |
| Dried Apples | barrels | 2 | Deals | feet | 4,492,926 |
| Dried Hallibut | lbs. | 2,900 | „ | standard | 400 |
| | | | Deal Ends | feet | 162,977 |
| | | | Dried Apples | barrels | 254 |
| | | | „ „ | lbs. | 2,548 |
| | | | Dry Goods | cases | 4 |
| Earthenware | crates | 234 | Empty Casks | No. | 11,802 |
| „ | casks | 6 | | | |
| Fish | quintels | 7,649 | Flour | barrels | 84,084 |
| „ | barrels | 5 | Fish | quintles | 980 |
| Fish Oil | barrels | 123 | „ | lbs. | 1,500 |
| Furniture | packages | 40 | „ | drums | 224 |
| Felting | rolls | 171 | „ | kits | 384 |
| Figs | boxes | 234 | „ | barrels | 30 |
| Freestone | tons | 15 | Furs | packages | 202 |
| Fustic | sticks | 416 | | | |
| Grain | bags | 12,600 | Grain | bushels | 21,444 |
| Grapes | barrels | 125 | Grass Seeds | bushels | 1,612 |
| Gutta Percha | bags | 80 | | | |
| Grindstones | | 1,556 | | | |
| „ | tons | 54 | | | |
| Hides | packages | 47 | Hops | bales | 74 |
| Honey | tierces | 6 | Hay | tons | 2 |
| Herrings | boxes | 7,300 | „ | bales | 514 |
| „ | barrels | 706 | Hardware | cases | 9 |
| Halibut | barrels | 18 | Hoops | | 1,920,319 |
| Hardware | casks | 16 | „ | bundles | 12,181 |
| Headings | pairs | 5,600 | Headings | pairs | 4,249 |
| | | | Herrings | boxes | 5,200 |
| | | | „ | barrels | 10 |
| | | | Hams | lbs. | 1,167,853 |
| | | | „ | barrels | 2,883 |
| Iron | bars | 19,636 | Iron | lbs. | 7,600 |
| „ | bundles | 4,280 | | | |
| „ | sheets | 150 | | | |
| „ | bundles | 100 | | | |
| Junk | bales | 31 | Joists | feet | 27,320 |
| „ | lbs. | 3,424 | | | |
| Jellies | dozen | 8 | | | |
| Knees | No. | 7,577 | Kerisene Oil | gallons | 44,734 |
| Lumber | feet | 1,474,717 | Lard | lbs. | 2,154,744 |
| Laths | No. | 817,000 | Leather | lbs. | 2,920 |
| Limes | barrels | 6 | Lime | casks | 284 |
| Lead | barrels | 4 | Lumber | feet | 16,165,241 |
| | | | Lath | feet | 458,500 |
| Molasses | hogsheads | 38,774 | Meats | lbs. | 5,455,583 |
| „ | puncheons | 184 | Mackerel | barrels | 163 |
| „ | tierces | 4,355 | „ | kits | 305 |
| „ | barrels | 1,574 | Meal | bushel | 1,622 |
| Mackerel | barrels | 296 | Molasses | hogsheads | 251 |
| Mahogany | tons | 47 | „ | tierces | 133 |
| | | | „ | barrels | 20 |
| | | | „ | gallons | 2,890 |
| | | | Matches | cases | 82 |
| | | | Manilla | lbs. | 500 |
| | | | Mills | No. | 1 |
| | | | Mill Belting | packages | 2 |
| Napes and Fins | barrels | 10 | Nails | lbs. | 55,100 |

| | | |
|---|---|---|
| Olives | kegs | 30 |
| Olive oil | gallons | 20 |
| Oil | gallons | 720 |
| „ | barrels | 269 |
| „ | casks | 74 |
| Oranges | casks | 225,200 |
| Osnaburg | pieces | 11 |
| Old Iron | lbs. | 1,100 |
| Plaster | tons | 11,973 |
| Potatoes | barrels | 3,670 |
| Pig Iron | tons | 150 |
| Pickets | M. | 1,927 |
| Pelts | No. | 2,053 |
| Pepper | bags | 150 |
| Pine Apples | dozen | 189 |
| Plums | bushel | 60 |
| Palm Leaf | bales | 900 |
| Perfumery | cases | 3 |
| Raisins | barrels | 20,033 |
| „ | casks | 316 |
| „ | barrels | 21 |
| Rice | bags | 1,067 |
| Rum | hogsheads | 2 |
| Rags | bales | 1,835 |
| Steel | cases | 282 |
| „ | bundles | 231 |
| Sheet Iron | bundles | 870 |
| Sugar | hogsheads | 8,363 |
| „ | tierces | 460 |
| „ | barrels | 202 |
| „ | boxes | 5,611 |
| Sugar Box Shooks | No. | 69,542 |
| Shooks and Hhds. | No. | 2,510 |
| Shingles | M. | 643 |
| Salt | tons. | 6,542 |
| „ | bushel | 57,625 |
| „ | hogsheads | 6,500 |
| „ | jacks | 1,198 |
| Soda-Ash | tierces | 15 |
| Soap | boxes | 200 |
| Seeds | casks | 10 |
| Sardines | cases | 50 |
| Shad | barrels | 23 |
| Salmon | barrels | 23 |
| Sheepskins | bales | 7 |
| Tea | chests | 612 |
| Tobacco | bales | 30 |
| Twine | bales | 38 |
| Timber | pieces | 40 |
| Tamarinds | barrels | 7 |
| Tongues and Sounds. | brls. | 43 |
| Tin Plates | | 2,163 |
| Tar | barrels | 45 |
| Various Merchdze. | pks. | 1,218 |
| Wire | bundles | 37 |
| Wool | bales | 688 |
| „ | lbs. | 5,912 |
| Wood | cords | 1,772 |
| Wine | hogsheads | 2 |
| „ | casks | 40 |
| Oil | gallons | 5,784 |
| Opium | lbs. | 3,197 |
| Oats | bushel | 27,497 |
| Oatmeal | bushel | 1,312 |
| Onions | barrels | 170 |
| Oars | No. | 30 |
| Pork | barrels | 1,874 |
| Potatoes | barrels | 9,128 |
| Peas | bushel | 24,979 |
| Parafine | lbs. | 9,100 |
| Paper | reams | 496 |
| Petroleum | gallons | 87,200 |
| Pepper | lbs. | 15 |
| Plank | feet | 219,308 |
| Pickets | M. | 114,725 |
| Palings | No. | 177,375 |
| Preserved Meats | cases | 24 |
| Rubbers | pairs | 102 |
| Rakes | dozen | 48 |
| Rice | lbs. | 150 |
| Rye Meal | barrels | 70 |
| Sugar Box Shooks | No. | 1,050,106 |
| Shooks and Hhds. | No. | 866,296 |
| Shingles | M. | 1,897 |
| Scantling | feet | 861,976 |
| Spars | feet | 8,324 |
| Spars | No. | 444 |
| Sugar | tierces | 24 |
| „ | hogsheads | 272 |
| „ | lbs. | 8,816 |
| „ | barrels | 180 |
| „ | boxes | 231 |
| Salt | sacks | 59 |
| „ | tons | 10 |
| Spices | cases | 2 |
| Soap | lbs. | 53,870 |
| Starch | lbs. | 22,000 |
| Saleratus | lbs. | 770 |
| Seeds | bushel | 620 |
| Shorts | tons | 16 |
| „ | bushel | 2,687 |
| Stoves | No. | 11 |
| Slate | tons | 8 |
| Tea | chests | 1,020 |
| „ | lbs. | 1,498 |
| Tobacco | lbs. | 96,989 |
| „ | cases | 13 |
| Tallow | lbs. | 2,168 |
| Tongues | lbs. | 10,500 |
| Timber | feet | 396,962 |
| Various Merchdze | pks. | 787 |
| Wheat | bushels | 578,582 |
| White Lead | kegs | 100 |
| Whisky | gallons | 127 |

The total value of foreign exports from this port for the year ending 31st December, 1862, amounts to 4,117,292 dollars.

*Box Shook Trade.*—The trade in box shooks, which forms so important an item in the business of Portland, has been more extensive, and has

yielded a larger profit to the dealers the past year than for any previous season. The shipments from this port to Cuba, from January 1st, 1862, to January 1st, 1863, amount to 1,050,160. From August 1st to January, 1863, which embraces the heaviest season of the box shook business, the shipments amount to 400,000 boxes, being an excess of about 50,000 over the shipments for the same period of last year. The prices realized have been, on an average, 50 per cent higher than for several years previous. A large portion of the box shooks shipped from this port are imported from the British lower provinces. The number imported here from that source during the past year amounts to 69,542, which does not include the receipts from the Canadas.

*Cooperage Trade.*—The cooperage business has been large and more prosperous in Portland for the past year, and has yielded a much larger profit to the merchants and manufacturers than for the several years previous. The great increase of this branch of business in this city has been produced chiefly by a corresponding diminution in other places. The shipments of hoops, though not quite as large as in 1861, have netted higher prices. The shipments of 1861 amounted to 2,500,000 hoops, at an average price of 28 dollars per M.; against 2,100,000 shipped during 1862 at an average price of 30 dollars per M. Country cooperage has also shared the general prosperity of the business for the past year. The scarcity of coopers has influenced a remunerative business to this class of mechanics who now form so large a portion of the community of the adjoining towns.

*Drug Trade.*—The business in drugs and dye-woods has been large and prosperous. Dealers have extended the trade of this market to nearly all parts of the State, as well as to various Western markets. The rapid growth of the wholesale drug business in Portland has induced the dealers to so extend their facilities, and increase stocks, that this market is enabled to compete successfully with other markets upon which the druggists throughout the State have heretofore relied for supplies, but who are now beginning to turn to Portland as a favourable depôt for supplies in this branch of business. Prices for nearly all kinds of drugs continued to rule steady until the general movement in all kinds of merchandize took place, when drugs, sympathising in the general rising, advanced, more especially articles of foreign importation affected by the high rate of exchange.

*Fish Trade.*—There is not the same reliable opportunity of obtaining the quantity of fish bought and sold in this market as of goods imported. But the following statement may be considered as about the quantity bought in this market the past year;—

| | |
|---|---|
| 35,000 brls. Mackerel. | 2,500 brls. Herrings. |
| 46,000 qtls. Dry Fish. | 25,000 bkts. do. |
| 1,000 brls. Pickled Halibut, Cod, &c. | |

In addition to the above, may be mentioned as connected with the fish business, 1,500 barrels of fish oil, 1,500 barrels clams (used by the fishermen as the bait). There is also a large business done in fresh fish, which are sold in large quantities for the Western market, passing over the Grand Trunk Railway. A just estimate of the value of all kinds of fish bought in this market the past year would be over half a million of dollars. The trade in this article with the West is rapidly gaining, and the sales this year have far exceeded those of any year previous. One house has sold the past year over 5,000 packages to go to Montreal, Detroit, Chicago, St. Louis, Milwaukie, and other points at the West.

Over 300 sail of fishermen are fitted out at this port, who, to a great extent, dispose of their summer work in this market.

The quantity of mackerel the past year has been larger than the last,

but the present stock, some 10,000 barrels, is not as great as in January, 1862, especially in Nos. 1 and 2. The purchases of dry fish have been lighter than last year, and the present stock is smaller than it has been for the past five years at this season.

*Flour Trade.*—The flour business has now become one of the most important branches of trade in Portland. In former years this market has been almost entirely dependent upon Boston and New York for supplies of flour, which, with the additional cost of transportation and incidental expenses, precluded the possibility of these merchants competing with those places in supplying the extensive trade from the interior of this State and towns on the sea coast; but the past year has witnessed a new era in the flour trade of this city, for the merchants have not only been able to supply the heavy trade that has been so advantageously turned to this market from this State of Maine as well as New Hampshire and the British Provinces, at prices not only as low, but in several instances much less than New York or Boston. There has been shipped from this port to foreign countries during the past year 84,000 barrels of flour, not including shipments by steamers to St. John, N.B. From only about five or six flour dealers, in 1851, there are now fifty wholesale dealers in flour in Portland. The stock of flour in this market on the last day of the year, by careful calculation, amounted to 57,884 barrels.

The average prices of flour in this market, on the first day of each month during the year, taking "Portland Extra" as a standard, has been as follows :—

| | | | | | |
|---|---|---|---|---|---|
| January..... | $6.00 | @ $6.12 | July..... | $5.25 | @ $5.37 |
| February..... | 5.87 | „ 6.00 | August ..... | 5,25 | „ 5.50 |
| March..... | 6.00 | „ 6.25 | September..... | 5.50 | „ 5.75 |
| April..... | 6.00 | „ 6.25 | October..... | 5.75 | „ 6.00 |
| May..... | 5.87 | „ 6.12 | November..... | 7.00 | „ 7.75 |
| June ..... | 5.50 | „ 5.75 | December..... | 6.75 | „ 7.00 |

The two flour mills in this city, which have been in operation during the greater part of the past year, afford facilities for reducing 120,000 bushels of grain to flour annually. Millers, have, however, suffered some interruption in receiving their grain from the West, as the Grand Trunk Line has been most of the time taxed to the full extent of its rolling stock.

*Grain Trade.*—The trade in corn the past year has been quite large, exceeding that of former years in proportion to the general increase on all other branches of trade; the prices have ranged during the greater part of the year at remunerative figures. The stock in market has been generally well maintained throughout the year, except early in the months of April and May, when the stock was reduced to 25,000 or 30,000 bushels. The foreign shipments of corn amount to 7,060 bushels. The consumption of wheat in this market has been about 120,000 bushels, including 20,000 in store. The shipments of wheat from this port have been large, amounting to 578,582 bushels for the year. There have also been shipped during the same time 27,497 bushels of oats. The supply of oats have been very light in these markets since early in May, when prices ranged from 37 to 40 cents, but advanced in June to 48 and 50 cents, and subsequently from 50 to 55 cents, the ruling prices at the close of the year. Shorts and fine feed have been in brisk demand, but the sales of the entire season have been light in consequence of the extreme scarcity.

*Hay Trade.*—About 60,000 bales of pressed hay were exported during the year, mostly to the Southern ports for the United States Government; each bale weighs about five cwt., and the prices averaging 16 dollars per ton.

*Lumber Trade.*—The operations in lumber form a large and very important branch of trade in this market. The past year has been by far the most prosperous, and has yielded the largest profits of any previous year. About 60,000,000 feet of long lumber have been received in this market during the year; and, including box shooks, cooperage, and all other kinds, would amount to about 100,000,000 feet. It is estimated that the prices obtained during 1862 have netted dealers 20 per cent. more than the prices of former years; while box shooks and cooperage have yielded an increased profit of not less than 50 per cent. The local consumption has been perhaps less than for other years, while foreign shipments have largely increased. The shipments to Europe have been largely in excess of any former year. The shipments to foreign ports the past year have been 4,492,092 feet deals: 162,977 feet deal ends; 219,308 feet planks; 458,500 laths; 16,165,241 feet long lumber; 177,375 palings; 114,275 pickets.

In addition to the large quantities that find their way to this market over the Grand Trunk Railway, and from various parts of this State of Maine, a large portion has been imported from the Lower British Provinces, from which source there has been received the past year 1,474,717 feet lumber; 817,000 laths; 7,517 shipknees; in addition to box shooks, headings, &c., the transportation of which has given steady employment to several vessels.

*Molasses Trade.*—The amount of molasses in the hands of importers on the last day of the year was unusually light, amounting to only 750 hogsheads, 34 tierces, and 55 barrels.

The importations for the past year amount to 38,774 hogsheads; 4,355 tierces; 184 puncheons; and 1,574 barrels.

The importations for the three previous years were as follows:—

| | Hogsheads. | Tierces. | Barrels. |
|---|---|---|---|
| 1861..... | 39,370 | 4,298 | 2,324 |
| 1860..... | 44,669 | 4,629 | 3,792 |
| 1859..... | 46,598 | 4,711 | 2,196 |

Making the total importations at this port for the past four years amount to 166,111 hogsheads, 15,993 tierces, 184 puncheons, and 9,886 barrels.

The amount of molasses imported and guaged at the custom-house during the last three years is as follows:—

| | 1862. | 1861. | 1860. |
|---|---|---|---|
| Gallons..... | 5,824,042 | 4,971,528 | 6,011,137 |

At the commencement of 1862, the market opened at 22 to 24 cents for sweet clayed, and 25 to 28 cents for muscovado, reaching 35 to 36 for clayed in November last, and closing the year at 30 to 32 cents for clayed, and 35 to 36 for Trinidad and Cienfuego.

*Oil Trade.*—The Trade in whale oils has continued to diminish, as kerosine, and other cheaper oils, have come into more general use. The advanced price of whale oils, produced by the high rate of foreign exchange, has also had a tendency to restrict this branch of trade, and kerosine has been substituted for both lubricating and illuminating purposes. Kerosine oil has been a very important article of trade throughout the entire country the past year, and the extremely low prices at which petroleum, rock, coal, and kerosine oils ranged during the summer months, induced the investment of a very large amount of capital in these oils. From early in the month of June until the present time the Portland Kerosine Oil Works have continued in full operation, with a constant demand fully equal to the supply; the sales, at times, amounting to 15,000 gallons per week. During the month of July, prices in this

market went down to 30 cents per gallon, but a month later prices rallied, and a steady advance followed, as the consuming season advanced, up to the 1st November, when the market became much excited, resulting in a rapid advance, during which heavy stocks constantly changed hands amongst speculators. About the 25th November the excited state of the market was suddenly checked, and speculators immediately thrusting heavy stocks upon the market produced a reaction, and under a depressed market, prices gradually reduced—70 cents being the nominal factory price, while speculators continued to offer at lower figures.

The trade in fish oils amounts to about 1,500 barrels annually.

*Pork and Beef Trade.*—The very low prices of hogs early in the year induced an active business, and from 8,000 to 10,000 hogs were packed in this city the past year, equivalent to 5,000 barrels of pork.

Beef packing for this market has, until very lately, been a very meagre business, but in common with many other branches of trade, has received increased impetus the past season, and bids fair to eventually form quite an important branch of business. About 3,000 barrels have been packed for this market the past season, which, like pork, has received an active demand at high prices.

*Potatoes and Produce.*—There was an active business in the shipments of potatoes to Cuba, and also to Southern ports in possession of the United States forces. The demand for the army has been large, and several coasters have been constantly employed in trading between this and various Southern ports. Early in the year an establishment for preparing dessicated food for the army was put into operation in this city, and by a process of drying and grinding potatoes, consumed from 3,000 to 5,000 bushels of potatoes per week, which created a brisk demand, at improved price. The rapid production of this description of subsistence soon supplied the demand, and the business ceased, when prices subsided to a more steady market, which prevailed to the close of the year. The foreign shipments for the year have been 9,238 barrels, while the importation, chiefly from the British provinces, have been 3,670 barrels.

*Plaster Trade* (*Gypsum*).—The importations of plaster from the British provinces the past year have amounted to 11,973 tons. The stock in market on the 31st December was about 10,900 tons. Prices have ranged lower than last year, which closed at the following range of prices, viz., 2 dollars per ton for soft, and 1 dollar 60 cents. for hard, but subsequently dropped to 1 dollar 70 cents, and 1 dollar 75 cents. for soft, closing the year at about the same prices.

*Sugar Trade.*—The stock of sugar in the hands of importers on 1st January, 1861, was 1,300 boxes, and on 1st January, 1862, there was none in first hands. Adding the stock imported during 1861 to the 1,300 boxes in the market on the first of that year, the actual consumption of this market for the year 1861 was 826 hogsheads, 9,703 boxes, and 24 tierces. Not counting the importations for Canadian markets, the imports for the past four years were as follows :—

| | Hogsheads. | Boxes. | Tierces. | Barrels. |
|---|---|---|---|---|
| Total for 1862..... | 9,031 | 5,624 | 460 | 202 |
| „ „ 1861..... | 826 | 508 | 124 | .. |
| „ „ 1860..... | 655 | 2,286 | 75 | .. |
| „ „ 1859..... | 6,810 | 5,609 | 381 | .. |

The figures for the years 1859 and 1862 include the importations for Canada markets.

*Salt Trade.*—The salt trade the past year has been larger than that of former years. Fishing salt was in active demand during the months of September and October, as the catch of mackerel off this shore was

unusually large during those months. Prices have had an advancing tendency, created by the increased rate of Foreign exchange. Sales have been made during the year to Chicago, Detroit, and other Western markets. The importations at this port for the past year were 6,542 tons, 6,500 hogsheads, 1,198 sacks, 57,625 bushels.

In 1861 there were imported into this district about 275,752 bushels, proceeding from Bonaire, Liverpool, Turk's Island, Cadiz, Cagliari, Inagua, St. Bartholomew, Marseilles, St. Martin.

The manufacture of salt is carried on to quite an extent, and Portland ground salt, from its superiority, commands the highest prices with the merchants throughout this State.

*Tea and Coffee Trade.*—Teas have ruled exceedingly quiet and steady throughout the year. The ruling prices for Oolongs at the commencement of 1862 were 55 to 70 cents. Early in spring, in anticipation of the operations of increased revenue, prices gradually advanced to 63 and 75 cents in March, and again to 70 and 75 cents. in August, with a fair demand throughout the season, while late in November, when the market became inactive, with very limited sales to the close of the year, at about 65 to 70 cents. per lb.

The coffee trade in this market has been very light the past year, as the extra high prices that have prevailed have induced to a great extent the use of various substitutes. The quotations in January last for Rio was 20 to 21 cents., and for Java 24 to 25 cents. A month later prices advanced 1 to 2 cents., when a steady market prevailed until the 1st July; a further advance of 1 to 2 cents then took place, and both Rio and Java continued to have an upward tendency until early in October, when a decided advance of 2 to 3 cents took place in November, and Rio went up to 25 to 27 cents, and Java, 30 to 31 cents. A subsequent advance of 2 to 3 cents took place in November, with a firm market, until near the close of the year, when prices had a downward tendency.

*Tobacco Trade.*—There is perhaps no article of merchandize that has undergone more violent and rapid fluctuation, or created more excitement in this market the past year than tobacco. As an article of speculation, tobacco has afforded a convenient and favourite investment for surplus capital, and the stocks held throughout the country have been in the aggregate quite large, until the high rate of foreign exchange induced large shipments to foreign markets as a source upon which to draw bills of exchange. On the 1st January, 1862, the prices of best "fives" and "tens" ranged at 32 to 36 cents, and common, 23 to 26 cents. But with the forbidding prospects of future supplies, and the rapid diminution of prices, leading dealers withheld their stocks from market for speculation early in February, when a gradual and steady advance commenced. And on the first of October all grades had more than doubled in price, with an active and excited market, which prevailed with prices constantly increasing, until the best brands reached as high as 70 to 75 cents. on the 1st November, when the market became more settled, and prices ruled steady to the close of the year. The foreign exportation from this port the past year has been 96,989 lbs. and 13 cases.

*The Manufacture of Sugar.*—The manufactory of the Portland Sugar Company has been in active operation for nearly the whole year, giving steady employment to an average number of 196 men each month, with an average monthly pay toll of about 5,000 dollars. The gross product for the year has been 60,000 barrels sugar, 16,000 hogsheads sugar-house molasses, 5,000 barrels ditto.

By far the largest portion of the stock from which these have been manufactured has been obtained in the market adding immencely to the direct importations of the city. The barrels in which the sugar is packed

are mostly furnished by dealers in this city, Lewiston, and Biddeford. The importations of Portland sugars form a large item in the freight of the New York and Boston steamers. Several packets were formerly employed in carrying the residuum or syrup to Southern ports, where it was used in the manufacture of tobacco, and as a low grade article of consumption on the plantation, a large portion of which, as is also the case with the sugars, is now consumed in the West. The consumption of molasses at this establishment last year amounted to 30,188 pieces, equivalent to between 29,000 and 30,000 hogsheads of molasses.

*The Manufacture of Duck.*—The demand for duck, chiefly for Government use, has taxed the full capacity of all the manufactories throughout the country a large portion of the year, and there has been much economy exercised in the use of ship's duck, vessels wearing their old sails generally as long as practicable, or have substituted hemp duck to a considerable extent, which has had some effect to diminish the demand from this source, but which has been fully made up by the demand for other purposes. The Portland Duck Company have manufactured the past year 311,301 yards at an average price of 45 cents. per yard. The product of the factory in 1860 was 380,229 yards, at an average price of 32 cents. In 1859 the product was 288,892 yards, at 20 cents. per yard, making the total number of yards manufactured by this company the past three years 980,422 yards, of an aggregate value of about 313,300 dollars.

*British Trade.*—At the port of Portland the entries and clearances of British vessels have been as follows :—

ENTRIES (364).

| Steamers | Ships | Brigs | Schooners | Tonnage | Crews | Invoice Value of Cargoes |
|---|---|---|---|---|---|---|
| 38 | 27 | 36 | 263 | 79,005 | 4,307 | £1,686,238 |

With cargoes consisting of general merchandise, 31 ; sugar and molasses, 22 ; fish and oil, 20 ; coal, 44 ; salt, 2 ; lumber, 46 ; gypsum, 105 ; miscellaneous and mixed, 35 ; cordwood, 33 ; ballast, 26.

CLEARANCES (360).

| Steamers | Ships | Brigs | Schooners | Tonnage | Crews | Invoice Value of Cargoes |
|---|---|---|---|---|---|---|
| 37 | 23 | 37 | 263 | 77,049 | 4,276 | £693,488 |

Taking general merchandize, 163 ; flour and grain, 38 ; ballast, 159.

The following table will show the movement of British trade at Portland during the years from 1858 to 1862, inclusive :—

ENTRIES.

| Years | Vessels | Tons | Value of Cargoes |
|---|---|---|---|
| 1858..... | 192 | 23,326 | £725,948 |
| 1859..... | 297 | 52,031 | 723,000 |
| 1860..... | 363 | 75,532 | 1,458,178 |
| 1861..... | 371 | 68,283 | 1,328,546 |
| 1862..... | 364 | 79,005 | 1,686,238 |

CLEARANCES.

| Years | Vessels | Tons | Value of Cargoes |
|---|---|---|---|
| 1858..... | 193 | 23,196 | £78,404 |
| 1859..... | 292 | 50,747 | 164,147 |
| 1860..... | 363 | 74,410 | 240,306 |
| 1861..... | 376 | 68,037 | 376,829 |
| 1862..... | 360 | 77,049 | 693,488 |

*British and Foreign Trade.*—The total amount of British and Foreign trade at the port of Portland during the year 1862, will be found in the following table :—

ENTRIES.

| Nations | Vessels | Tons | Crews | Invoice Value of Cargoes |
|---|---|---|---|---|
| British..... | 364 | 79,005 | 4,367 | £1,686,238 |
| American..... | 268 | 70,685 | 2,265 | 192,682 |
| Totals..... | 632 | 149,690 | 6,632 | £1,878,920 |

CLEARANCES.

| Nations | Vessels | Tons | Crews | Invoice Value of Cargoes |
|---|---|---|---|---|
| British..... | 360 | 77,049 | 4,276 | £693,488 |
| American..... | 759 | 102,910 | 3,258 | 309,650 |
| Totals..... | 1,119 | 179,959 | 7,538 | £1,003,138 |

N.B.—There were no other foreign vessels entered this port during the year.

The total amount of British and foreign trade at this port of Portland during the five years from 1858 to 1862 inclusive, has been as follows :—

ENTRIES.

| Years | Vessels | Tons | Value of Cargoes |
|---|---|---|---|
| 1858..... | 423 | 77,164 | £971,138 |
| 1859..... | 548 | 106,778 | 993,000 |
| 1860..... | 556 | 130,921 | 1,654,967 |
| 1861..... | 631 | 135,725 | 1,472,634 |
| 1862..... | 632 | 149,690 | 1,878,920 |

CLEARANCES.

| Years | Vessels | Tons | Value of Cargoes |
|---|---|---|---|
| 1858..... | 566 | 115,638 | £298,390 |
| 1859..... | 625 | 164,919 | 347,362 |
| 1860..... | 733 | 154,142 | 448,403 |
| 1861..... | 743 | 160,413 | 630,002 |
| 1862..... | 759 | 179,959 | 1,003,138 |

The following is a statement of British and foreign trade at the principal ports within this Consular District of Maine and New Hampshire, during the year 1862.

*Eastport.*

ENTERED.

| Nations | Vessels | Tons | Crews | Value of Cargoes |
|---|---|---|---|---|
| British..... | 125 | 24,300 | 859 | £32,175 |
| American..... | 134 | 64,531 | 1,873 | 7,720 |
| Totals..... | 259 | 88,831 | 2,732 | £39,895 |

CLEARED.

| Nations | Vessels | Tons | Crews | Value of Cargoes |
|---|---|---|---|---|
| British..... | 124 | 24,263 | 851 | £34,742 |
| American..... | 172 | 74,369 | 1,936 | 28,990 |
| Totals..... | 296 | 98,632 | 2,787 | £63,732 |

*Portsmouth.*

ENTERED.

| Nations | Vessels | Tons | Crews | Value of Cargoes |
|---|---|---|---|---|
| British..... | 34 | 2,494 | 168 | £2,108 |
| American..... | 5 | 2,391 | 59 | 1,940 |
| Totals..... | 39 | 4,885 | 227 | £4,048 |

CLEARED.

| Nations | Vessels | Tons | Crews | Value of Cargoes |
|---|---|---|---|---|
| British..... | 33 | 2,378 | 164 | £476 |
| American..... | 5 | 703 | 24 | 23 |
| Totals..... | 38 | 3,081 | 188 | £499 |

*Bath.*

ENTERED.

| Nations | Vessels | Tons | Crews | Value of Cargoes |
|---|---|---|---|---|
| British..... | 21 | 1,231 | 94 | £1,169 |
| American..... | 15 | 6,833 | 174 | 2,554 |
| Totals..... | 36 | 8,064 | 268 | £3,723 |

CLEARED.

| Nations | Vessels | Tons | Crews | Value of Cargoes |
|---|---|---|---|---|
| British..... | 21 | 1,231 | 94 | £395 |
| American..... | 23 | 7,674 | 210 | 7,851 |
| Totals..... | 44 | 8,905 | 304 | £8246 |

*Ship Building.*—I am unable to give a correct return of the number of vessels built within this consular district during the year 1862. The returns not having been published but in Portland and its neighbourhood, there were built 17 vessels of an aggregate tonnage of 7,518 tons, three of which vessels were steamers. I have every reason to believe that this branch of business has been very active and remunerative.

*Iron Foundries.*—The iron foundries in this city found steady employment in fulfilling Government contracts for the manufacture of cannon and other munitions of war.

Portland, June 8, 1863.

## SAN FRANCISCO.

*Report by Mr. Consul Booker on the Trade of San Francisco for the year* 1861.

In reference to shipping there is nothing very particular to remark; the only important change in connection with it is, in the facility with which ships meet with outward freights; prior to 1858, only 25 per cent. of the shipping could be supplied with cargo here, now over 90 per cent. find freights, and a large proportion of the remaining 10 per cent. load timber on the Northern Coast for foreign ports. The arrivals from foreign ports and Atlantic ports of the United States have not increased in the past five years; in fact, considering the increase of population, and the many changes that necessarily occur in a new country, it is strange to see the very trifling variation in the annual shipping records.

A great many small sailing vessels and all the steamers required for river service are built in this port, and in two or three building yards situated at favourable points on the bay. There are several slips in this harbour capable of repairing small vessels, but larger ones have to make use of the sectional dry dock at Mare Island (about 25 miles from the city), which is at the service of merchant-ships when not required for Government purposes. The port charges in San Francisco are as follows:—

Harbour dues 2*d.* per ton, Customs entry and surveyor's fees 22*s.*, pilotage, inwards and outwards, on vessels under 500 tons 28*s.* per foot, 2*d.* per ton additional for vessels over 500 tons, towing (if required) to and from sea of vessels under 500 tons 20*l.* to 30*l.*, of vessels of larger size 40*l.* to 70*l.*; Customs officers attend ships discharging, under 300 tons, 8 days, from 300 to 800 tons, 12 days, 800 tons and upwards 15 days (excepting vessels laden with coal or salt, on which an extension is granted an application), free. After that time the charge is 14*s.* 3*d.* per day. The wharfage on vessels is as follows:—

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Vessels of from | 100 | to | 150 | tons pay | .. | .. | 1 | 10 | 0 per day. |
| ,, | 150 | | 200 | ,, | .. | .. | 2 | 0 | 0 ,, |
| ,, | 200 | | 300 | ,, | .. | .. | 3 | 0 | 0 ,, |
| ,, | 300 | | 400 | ,, | .. | .. | 3 | 10 | 0 ,, |
| ,, | 440 | | 600 | ,, | .. | .. | 4 | 10 | 0 ,, |
| ,, | 600 | | 800 | ,, | .. | .. | 5 | 0 | 0 ,, |
| ,, | 800 | | 1,000 | ,, | .. | .. | 5 | 12 | 0 ,, |
| ,, | 1,000 | | 1,250 | ,, | .. | .. | 6 | 16 | 0 ,, |
| ,, | 1,250 | | 1,500 | ,, | .. | .. | 8 | 4 | 0 ,, |
| ,, | 1,500 | | 1,750 | ,, | .. | .. | 9 | 16 | 0 ,, |

There is no material change to record in the water communication to the interior of the State. Steamers run regularly between this city and Stockton, on a branch of the San Joachim river, and to Sacramento (the capital), and Marysville (at the junction of the Feather and Yuba rivers), and Red Bluff on the Sacramento river, the latter distant from this city over 300 miles. The rivers are gradually becoming more shallow from the immense quantity of gravel, stones, &c., washed down from the mines, but it will be many years before the navigation of the lower part of the Sacramento river can be seriously obstructed.

The ports of entry in the State are San Francisco, Stockton, Benecia (in Suisun Bay and 25 miles distant from this city), San Diego, San Pedro, Monterey, Humboldt Bay, Trinadad, and Crescent City; the three last

have lately had this privilege conceded to them; San Francisco is the only port having a foreign trade. The lighthouses on the coast of California are, a fixed light at Point Loma, on the west side of the entrance to San Diego Bay, in latitude 32° 14′ 13″ north and longitude 117° 12′ 22″ west; a fixed light on the Point, 10 miles south-westerly from Santa Barbara, in latitude 34° 23′ 35″ and longitude 119° 42′ 5″; a revolving light near Point Conception in latitude 34° 26′ 47″ and longitude 120° 25′ 33″; a fixed light on the Point, south of the entrance to the harbour of Monterey, in latitude 36° 37′ 58″ and longitude 121° 55′; a revolving light on the South-east Farallone Island, 30 miles south, 75° 12′ west (true) from Fort Point, San Francisco Bay; a fixed light on Point Boneta, on the north side of the entrance to San Francisco Bay, in latitude 37° 49′ 10″ and longitude 122° 30′ 50″; a fixed light on Fort Point, on the south side of the entrance to the harbour of San Francisco, in latitude 37° 48′ 3″ and longitude 127° 27′ 38″; a fixed light on Alcatraz Island, in the harbour of San Francisco, in latitude 37° 49′ 33″ and longitude 122° 24′ 19″; a fixed light on the north side of the entrance to Humboldt harbour in latitude 40° 46′ 4″ and longitude 124° 12′ 21″; a fixed light, varied by flashes, on the seaward extremity of the Island Point, forming the southern and western sides of the harbour of Crescent City, in latitude 41° 44′ 34″ and longitude 124° 11′ 32″.

The exports of gold-dust during the past five years have been as follows:—

| | £ | | £ |
|---|---|---|---|
| In 1858 .. .. | 9,490,460 | In 1861 .. .. | 8,135,350 |
| 1859 .. .. | 9,528,090 | 1862 .. .. | 8,512,345 |
| 1860 .. .. | 8,458,534 | | |

In the same period there have been coined at the United States' Branch Mint in this city:—

| | Gold. £ | Silver. £ |
|---|---|---|
| In 1858 .. .. .. .. | 3,429,640 .. | 54,850 |
| 1859 .. .. .. .. | 2,584,420 .. | 63,800 |
| 1860 .. .. .. .. | 2,235,600 .. | 52,800 |
| 1861 .. .. .. .. | 3,108,100 .. | 99,200 |
| 1862 .. .. .. .. | 3,455,190 .. | 140,165 |

The exports of quicksilver are given below:—

| | Flasks (75 lbs. nett.) | | Flasks (75 lbs. nett.) |
|---|---|---|---|
| In 1858 .. .. .. | 24,132 | In 1861 .. .. .. | 35,995 |
| 1859 .. .. .. | 3,402 | 1862 .. .. .. | 40,345 |
| 1860 .. .. .. | 9,348 | | |

During 1858 and 1859 the "New Almaden," the principal mine in the State, was closed by an injunction from the United States' Court, and hence the small exports of those years. There are three mines which have been worked besides the "New Almaden;" the "New Idria," the "Gaudeloupe," and "Enrequita." The first is now closed by an order of one of the Courts, and the yield of the others is quite insignificant. Other mines have been discovered, but up to the present time no quicksilver has been extracted from them.

The exports of grain for the past five years have been as under:—

| | Flour. Barrels. | Wheat. Barrels. | Barley. Barrels. | Oats. Barrels. |
|---|---|---|---|---|
| In 1858 .. | 16,330 .. | .. .. | 175,640 .. | 348,000 |
| 1859 .. | 30,269 .. | 209,985 .. | 102,717 .. | 170,057 |
| 1860 .. | 121,688 .. | 1,830,800 .. | 278,280 .. | 145,050 |
| 1861 .. | 157,646 .. | 2,281,988 .. | 708,566 .. | 299,345 |
| 1862 .. | 69,318 .. | 1,055,660 .. | 117,520 .. | 87,550 |

The first shipments of wheat to England of any importance were made

in 1860; and in 1861 222,780 imperial quarters were exported. In that year also 74,428 barrels of flour were shipped. Last year the crop was less than the preceding one, and the farmers in many instances demanded higher prices than shippers to England and Australia could afford to pay; hence a considerable decrease in shipments, and a comparatively large stock on hand for the season of the year. The farmers now consider wheat the most certain crop to produce; and consequently, whilst the number of acres under grain has increased very greatly, there has been no increase in the production of barley and oats. At present, comparatively little attention is paid to the rotation of crops; wheat, barley, or oats frequently being sown for several years consecutively on the same soil. Of course, in time this must tend to destroy the fertility of the soil; but probably before much damage is done, a proper system of farming will be adopted. The oats of this country are as fine as the best English and Scotch; and a shipment was made some years ago of several thousand bushels, weighing over 50 lbs. per bushel. The barley is not relatively so good as the other grain, the average weight being 50 lbs. per bushel. The total value of exports, other than gold and specie, for the past five years, have been as follows:—

| | £ | | £ |
|---|---|---|---|
| In 1858 .. .. | 954,033 | In 1861 .. .. | 1,977,600 |
| 1859 .. .. | 1,201,681 | 1862 .. .. | 1,965,500 |
| 1860 .. .. | 1,706,230 | | |

The exports of wool have increased rapidly. There have been shipped in—

| | Lbs. | | Lbs. |
|---|---|---|---|
| 1858 .. .. | 1,428,351 | 1861 .. .. | 4,600,000 |
| 1859 .. .. | 2,378,250 | 1862 .. .. | 5,500,000 |
| 1860 .. .. | 3,260,000 | | |

The quality has been improving; a few years back only a very small portion of that shipped consisted of fine clothing and combing wools, now nearly two-thirds consists of middling to fine clothing and combing.

Of 22,600 bales shipped last year, 22,000 were sent to Boston and New York, and only 80 direct to England.

Our import trade has greatly changed within the past few years. We have ceased entirely to import all cereals except Indian corn or maize, and this will shortly be discontinued. Large quantities of beef and pork are packed in this country, and our imports from the Eastern ports, where for many years our supplies were entirely drawn, have almost ceased.

The trade in cotton, woollen, and linen goods, increases with the population, as labour is yet too high to enable us to compete with the Eastern and European manufacturers.

The duties collected at the Custom-house of this port for the past five years, have been as follows:—

| | £ | | £ |
|---|---|---|---|
| In 1858 .. .. | 246,325 | In 1861 .. .. | 317,528 |
| 1859 .. .. | 267,925 | 1862 .. .. | 650,535 |
| 1860 .. .. | 244,543 | | |

The agricultural resources of the State have been largely developed in the past five years. In 1857 there were, according to the Assessor's Reports, 684,000 acres under cultivation, and the past year's Returns show 1,065,000 acres. The produce in wheat, barley, and oats in 1857 amounted to 1,212,700 quarters; and in the past year to 1,894,500 quarters. The vineyards of California are now becoming a source of great wealth; the past year over 1,000,000 gallons of wine were manufactured, besides a large quantity of brandy. This year the tobacco plant will be tried in a variety of soils; the experiments hitherto have been encouraging. The

titles to lands claimed under Mexican grants are fast being settled: 813 claims were filed before the Commissioners appointed in the first instance to adjudicate upon them; of these, 536 have been confirmed by the Supreme Court of the United States, or the appeal to that tribunal has been waived; 157 have been rejected, and 120 are still unsettled. The total quantity of land confirmed to the claimants amounts to 6,894,400 acres; the largest claim confirmed was for 121,600 acres, and the average size of all, 12,863 acres.

The main feature in mining within the past few years has been the discovery of rich gold and silver mines on the eastern slope of the Sierra Nevada Mountains,—partly in California, and partly comprised in the newly-organized territory of Nevada, formed of the westermost portion of Utah territory. The distance for machinery to be carried, the quantity of it required for silver mining, and an Indian outbreak which lasted for some months, have prevented the wealth of the country being very rapidly developed; but the receipts last year from these mining regions amounted to over 1,200,000*l.*, and from present appearances the yield of this year will be more than double that amount.

In the Humboldt and Reese River Mountains to the east of the Sierra Nevada, also very rich discoveries have been made of gold and silver leads, and many thousand people are about starting for these new mineral fields. There have been numerous discoveries of copper on both sides of these mountains, but only a few of the mines within an easy distance of water carriage to this city have yielded as yet a profitable return.

Some silver leads have also been discovered in Nevada county and other parts of the Western slope of the Sierra Nevadas, but they have not been worked to any extent. The discoveries in Nevada territory have taken from this State several thousands of her best miners, and, consequently, many parts of the State filled with gold quartz leads of fair richness still remain untouched.

There have been discovered numerous coal or lignite veins in the coast range of mountains, and the proximity of several of them to Suisun Bay enables the coal to be delivered at San Francisco at a reasonable price. The coal is suitable for domestic purposes, and the river steamers use it mixed with stronger coal. It is sold at from 32*s.* to 36*s.* per ton.

The increase in the value of property in this State is shown by the Assessed Returns. In 1857 the total value of property assessed (mines not included, as they are not subject to taxation) was 25,171,900*l.*, and last year it amounted to 32,074,000*l.* The assessment of 1862 showed an increase over that of the previous year of 2,510,000*l.*, which was not looked for, in consequence of the damage done to the country in the winter by floods. The Assessor's report proves, however, that the damage done was of a very extensive character, as the assessment-roll shows a reduced value in twenty-three out of forty-six counties, but the increase is mainly made up by the great rise in the value of property in this city and county, the excess over that of the previous year being 4,833,000*l.*

In 1857 a Bill was passed in the Legislature authorizing the issue of bonds redeemable in 1877, and bearing an interest of 7 per cent. per annum, to the amount of 780,000*l.*; the debt authorized to be funded under the provisions of this Act were civil bonds issued between 1851 and 1856, bearing various rates of interest, and any just and legal claims which might have accrued previous to 1857.

The total indebtedness of the State at the commencement of 1858 was 978,300*l.*, and on the 1st of December last it had increased to over 1,200,000*l.*, of which 400,000*l.* remains unfunded.

The revenues of this city and county (the governments were consolidated in 1857) in 1857 was 84,000*l.*, and in the year just passed it reached 171,200*l.* The following exhibits the bonds issued by the city and county, and upon which the interest is paid with regularity:—

| Bonds in Circulation. £ | When Payable. | Interest. Per cent. | Where Payable. |
|---|---|---|---|
| 270,860 .. | 1871 .. | 10 .. | San Francisco. |
| 8,600 .. | 1865 .. | 7 .. | New York. |
| 35,700 .. | 1866 .. | 10 .. | Ditto. |
| 65,800 .. | 1875 .. | 6 .. | Ditto. |
| 226,900 .. | 1888 .. | 6 .. | San Francisco. |
| 13,000 .. | 1870 .. | 10 .. | New York. |
| 4,500 .. | 1870 .. | 10 .. | Ditto. |
| 625,360. | Total amount in circulation. | | |

About two-thirds of the revenue of the State is supplied by this county.

The population of the State was estimated in 1857 at 380,000, but by the census of 1860 it was only the same number. I am satisfied the census returns are incorrect, and give very much below the real population of the State. The increase by arrivals since the census was taken amounts to about 70,000.

A census of this city taken last year with great care by persons preparing a directory, showed the population to be 83,220. It is impossible to arrive at any correct data as to the nationality of the population. It is pretty well ascertained that there are in the State over 15,000 French, and I estimate the British subjects at about the same number. Germans are also very numerous; and the Chinese companies say that there are about 40,000 Chinamen in the State.

Since 1857 there has only been two new lines of railway completed, one about 22 miles in length, running from Lincoln to Folsom, and connected with a line finished in 1855, running to the capital, Sacramento, and the other from this city to the Mission Dolores, 2½ miles in length. A road has been graded, and is in a condition to receive the rails, extending from this city to San José, 8 miles from the head of the bay. There have been considerable additions the first five years to the industrial and manufacturing establishments of this city. We have had for several years a sugar-refinery capable of producing monthly 450,000 lbs. of refined sugar, and a new one has just been completed by the same proprietors. The two are capable of refining about 1,000,000 lbs. of raw sugar per month, which will be more than sufficient to supply the whole of California.

There are two water companies in this city; one draws its supply from a creek about 5 miles distant from the city, and the other from the mountain streams of San Mateo county, 25 miles from the city. The two companies can supply, if needed, 10,000,000 gallons per day.

The foundries, machine-shops, and boiler-works have increased greatly, both in size and number, and two of the foundries are capable of turning out machinery of any size likely to be required. About 800 men are employed in the various works. We have two metallurgical works in the city, employing about 40 hands. There are two woollen factories, using about 1,000,000 lbs. of wool annually in the manufacture of blankets and clothing. Over 200 hands are constantly employed in these factories. There is one cordage factory, capable of manufacturing daily 6,000 lbs. of hemp. Our distillery consumes monthly 1,000,000 lbs. of grain in producing between 60,000 to 75,000 gallons of whiskey. A wire-rope manufactory has been established for some years, and is doing a large business in supplying materials for bridges and ferries. One gas company

supplies the city with gas, and consumes annually 10,000 tons of coal in its manufacture. There are telegraph stations in all the principal mining localities, and the overland telegraph has worked with but slight intermission throughout the year.

All residents in the State can hold real property, and to a non-resident alien who has had property in the State devised to him, or becomes entitled to it as heir-at-law, five years are allowed for the sale of it, and under certain circumstances the term can be extended to ten years.

The following are tables of rain fallen in the past five years at Sacramento and San Francisco. The rainy season commences about November, and ends about the beginning of April, but in the first two months of the year more rain usually falls than at any other time. The Tables are made up from July to July.

At Sacramento—

| | Inches. | | Inches. |
|---|---|---|---|
| In 1857–58 .. .. | 15·03 | In 1860–61 .. .. | 16·10 |
| 1858–59 .. .. | 16·02 | 1861–62 .. .. | 35·55 |
| 1859–60 .. .. | 22·10 | | |

At San Francisco—

| | Inches. | | Inches. |
|---|---|---|---|
| In 1857–58 .. .. | 21·76 | In 1860–61 .. .. | 19 72 |
| 1858–59 .. .. | 22·22 | 1861–62 .. .. | 49·27 |
| 1859–60 .. .. | 22·27 | | |

Sacramento is on an expansive level plain, about 95 miles to the north-east of this city. In the mountains the quantity of rain is much greater than elsewhere; at one point, last season, 106 inches fell, and at another, 83·10 inches.

San Francisco, April 13, 1863.

## SAN FRANCISCO.

*Report by Mr. Consul Booker on the Trade of San Francisco, for the Year 1862.*

In 1862, 33 British ships, measuring 15,683 tons, entered this port; of these, 27 measuring 14,162 tons, with cargoes valued at 133,124*l.*, arrived from Great Britain and British Colonies. In the same period there arrived from foreign ports :—

| | Number of Vessels. | Tons. | Value of Cargoes. |
|---|---|---|---|
| | | | £ |
| American .. .. .. | 275 | 214,780 | 2,470,750 |
| French .. .. .. | 14 | 6,429 | 117,900 |
| Russian .. .. .. | 4 | 1,891 | 5,673 |
| Italian .. .. .. | 5 | 1,390 | 58,600 |
| Danish .. .. .. | 4 | 1,517 | 29,000 |
| Hanoverian.. .. .. | 3 | 985 | 7,650 |
| Prussian .. .. .. | 1 | 759 | 16,075 |
| Oldenburg .. .. .. | 2 | 692 | 18,000 |
| Hamburg .. .. .. | 8 | 2,667 | 77,700 |
| Bremen .. .. .. | 2 | 848 | 18,300 |
| Austrian .. .. .. | 1 | 268 | 1,100 |
| Belgian .. .. .. | 1 | 824 | 7,000 |
| Swedish .. .. .. | 1 | 250 | 5,250 |
| Chilian .. .. .. | 11 | 3,830 | 4,050 |
| Peruvian .. .. .. | 4 | 1,025 | 4,500 |
| Columbian .. .. .. | 1 | 120 | 300 |
| New Granada .. .. | 2 | 493 | 1,075 |
| Sandwich Islands .. .. | 1 | 304 | 1,400 |
| Georgian Islands .. .. | 4 | 499 | 900 |
| Mexican .. .. .. | 7 | 916 | 40,700 |

Below I give the total arrivals, with the countries from which the ships arrived :—

| | Number of Vessels. | Tons. |
|---|---|---|
| Atlantic ports of the Union .. .. | 110 | 119,936 |
| Pacific ports of the Union.. .. .. | 1,389 | 262,603 |
| Great Britain .. .. .. .. .. | 23 | 18,447 |
| Australia .. .. .. .. .. | 23 | 12,567 |
| Vancouver's Island.. .. .. .. | 64 | 53,518 |
| Panama .. .. .. .. .. | 37 | 70,665 |
| France .. .. .. .. .. | 21 | 10,609 |
| Hamburg .. .. .. .. .. | 7 | 2,840 |
| China .. .. .. .. .. | 43 | 37,255 |
| Japan .. .. .. .. .. | 4 | 1,187 |
| Manila .. .. .. .. .. | 5 | 3,097 |
| Java.. .. .. .. .. | 1 | 156 |
| Spain .. .. .. .. .. | 1 | 321 |
| Italy.. .. .. .. .. .. | 1 | 563 |
| Brazil .. .. .. .. .. | 3 | 734 |
| Chili .. .. .. .. .. | 7 | 2,786 |
| Peru.. .. .. .. .. .. | 10 | 2,112 |
| Mexico .. .. .. .. .. | 54 | 13,939 |
| Sandwich Islands .. .. .. .. | 22 | 7,325 |
| Georgian and Windward Islands.. .. | 10 | 1,799 |
| Central America .. .. .. .. | 10 | 3,206 |
| Russian Possessions .. .. .. | 13 | 5,747 |
| Whaling Voyages .. .. .. .. | 9 | 2,920 |

In the same period the departures were as follows :—

| | Number of Vessels. | Tons. |
|---|---|---|
| Atlantic ports of the Union | 22 | 23,151 |
| Pacific ports of the Union | 1,469 | 377,050 |
| Great Britain | 21 | 21,682 |
| Australia | 15 | 6,466 |
| Vancouver's Island | 135 | 86,266 |
| Panama | 39 | 74,680 |
| China | 80 | 63,459 |
| Cochin China | 1 | 525 |
| Japan | 6 | 3,079 |
| Manila | 7 | 4,439 |
| Calcutta | 1 | 1,148 |
| Java | 1 | 330 |
| East Indies | 6 | 5,690 |
| Chili | 23 | 17,137 |
| Peru | 64 | 53,878 |
| Sandwich Islands | 21 | 7,941 |
| Georgian or Windward Islands | 11 | 1,692 |
| Central America | 8 | 2,985 |
| Mexico | 57 | 17,399 |
| Russian Possessions | 13 | 4,763 |
| Whaling Voyages | 9 | 2,718 |

San Francisco is the only port in California with a foreign trade.

The receipts of gold dust from the interior amounted in the year to 8,507,960*l.*, which is a small increase on those of 1861. The exports of treasure for the year have been as follows:—

| | £ | | £ |
|---|---|---|---|
| To New York | 5,238,805 | To Manila | 7,130 |
| England | 2,590,030 | East Indies | 12,500 |
| China | 532,150 | Sandwich Islands | 600 |
| Panama | 86,900 | Costa Rica | 2,000 |
| Vancouver's Island | 37,645 | Mexico | 1,000 |
| Japan | 3,585 | | |

This shows an increase of nearly 400,000*l.* over the shipments of 1861, but the most marked feature is the increase of the direct shipments to England. In 1861 the exports were 812,350*l.*, or only about one-third of that of last year ; this is to be attributed to the favourable rate that has for some months ruled in New York for sterling exchange. The following exhibits the destination and value of our exports during the year (exclusive of specie, bullion, and silver ore) :—

| | £ | | £ |
|---|---|---|---|
| Great Britain | 271,050 | Mexico | 202,800 |
| Australia | 66,470 | Peru | 54,250 |
| Vancouver's Island and British Columbia | 439,200 | China | 144,500 |
| New York | 449,100 | Sandwich Islands | 58,600 |
| Boston | 238,500 | Japan | 4,300 |
| | | Other countries | 36,850 |

The value of the different articles of Californian produce, exported was—

| | £ | | £ |
|---|---|---|---|
| Quicksilver | 227,180 | Copper ore | 74,050 |
| Wheat | 274,500 | Silver ore | 7,000 |
| Barley | 26,260 | Hay | 2,200 |
| Oats | 14,510 | Leather | 2,200 |
| Beans | 8,120 | Lumber | 29,900 |
| Flour | 137,650 | Biscuit | 14,000 |
| Wool | 201,850 | Fish, dried | 4,400 |
| Hides | 189,450 | Bran | 600 |
| Tallow | 7,550 | Mustard seed | 500 |
| Skins | 5,000 | Potatoes | 2,600 |
| Horns | 480 | Sundries of Agriculture | 2,378 |
| Wine | 5,200 | Sundries of Manufacture | 4,785 |

The shipments of grain and flour during the year have been as follows:—

| | Wheat. | Flour. | Oats. | Barley. |
|---|---|---|---|---|
| | Bushels. | Barrels. | Bushels. | Bushels. |
| Great Britain .. .. .. | 882,470 | 5,588 | 2,350 | 10,170 |
| Australia .. .. .. | 69,070 | 9,482 | 77,000 | 64,840 |
| China .. .. .. .. | 7,690 | 32,227 | 700 | .. |
| Vancouver's Island .. .. | 4,670 | 19,148 | 7,500 | 34,460 |
| Peru .. .. .. .. | 51,760 | 2,513 | .. | 8,050 |

The following shows the cost of wheat per imperial quarter, free on board and inclusive of freight, shipped to England during the past year:—

| | *s.* *d.* | *s.* *d.* |
|---|---|---|
| January and February .. .. .. .. | 52 0 to | 54 0 |
| March, April, May, June, July, and August .. | No shipments. | |
| September .. .. .. .. .. | 45 6 to | 48 3 |
| October .. .. .. .. .. .. | 47 0 „ | 49 0 |
| November .. .. .. .. .. | 46 6 „ | 47 6 |
| December .. .. .. .. .. | 48 0 „ | 49 0 |

The quality was very superior, the weight per bushel averaging 64 lbs. The few shipments of barley made during the year have been at a cost, free on board, of 38*s.* per quarter. Oats have been unusually high throughout the year, and all the shipments have cost from 24*s.* to 25*s.* per quarter.

The imports of merchandise from China and the East Indies have exceeded those of 1861, as shown by the following returns:—

| | | 1861. | 1862. |
|---|---|---|---|
| Sugar .. .. .. | Tons | 7,630 | 8,514 |
| Rice .. .. .. .. | | 6,620 | 17,673 |
| Tea .. .. .. | lbs. | 1,333,880 | 2,024,672 |

In sugar the fluctuations of price have been less marked than in any previous year; it is probably to be accounted for in the regular importations of raw sugar for the refinery. The importation of refined sugar from the Eastern States is gradually diminishing, and it is almost certain that New York and Boston shippers will be forced out of our market, as a refinery on a larger scale than the old one is nearly completed, and the two will refine more sugar than California will require with her present population. The stock of raw sugars on hand, of all descriptions, at the end of the year amounted to 1,725 tons.

The stock of rice at the end of 1861 only amounted to 350 tons, and the high price then ruling induced excessive shipments, which resulted in a rapid decline from 47*s.* per cwt. to 28*s.*, which is about the present value for first quality of China. The stock on hand approximates to 7,500 tons.

The importation of teas has exceeded the consumption, and the stock at the end of the year was estimated at nearly 1,000,000 lbs. The demand is chiefly for black, at prices ranging from 2*s.* 3*d.* to 3*s.* per lb. From Japan we have received over 200,000 lbs., and the first quality has sold at from 3*s.* to 3*s.* 6*d.* per lb.

The importations of coffee have been about equal to the consumption, but the trade has been controlled the greater part of the year by a single importer, and, accordingly, the prices have ranged high; in the spring

Rio sold at 106*s.* to 112*s.* per cwt, but declined later in the year to 86*s.* to 88*s.*, since which it has gradually been creeping up, and is now held at 130*s.* to 140*s.* per cwt. The whole stock at the close of the year was estimated at 10,000 cwts.

The imports of coal from all parts have amounted to 85,000 tons, and the coal mines at Mount Diable (about 40 miles from this city) have supplied 22,004 tons. The domestic coal, or lignite, is extensively used in the river steamers and for domestic purposes, and the supply is not equal to the demand. It has been sold at an average of 36*s.* per ton. Anthracite coal has varied little in price from 36*s.* per ton. Welsh was averaged 66*s.*, and Sydney 52*s.* per ton. It is thought likely that the mines on this northern coast will yield this year 75,000 or 80,000 tons.

There has been throughout the past year considerable activity in cotton, linen, and woollen goods, and importers have realized large profits; our market responded somewhat slowly to the immense rise in the European markets, but in the interval between the shipments of the goods and their arrival in this port, the rise was sufficiently marked to yield the large profits referred to. I alluded in my last report to a new law, restricting the bonding of merchandise to three months, but it was generally expected that this law would be repealed; this has proved to be the case, as the new tariff of July last allows one year for goods to remain in bond if intended for consumption, or three years, if for exportation.

By the returns of the different county assessors it appears that, notwithstanding the damage done to many of the best farms in the State, the increase in the growth of wheat and barley has been very marked. The following Table exhibits the number of acres cultivated, and the number of bushels produced in the different counties:—

| | Wheat. | | Barley. | |
|---|---|---|---|---|
| | Acres. | Bushels. | Acres. | Bushels. |
| Alameda .. .. .. | 18,000 | 600,250 | 6,000 | 243,060 |
| Amador .. .. .. | 1,460 | 34,800 | 1,540 | 46,200 |
| Butte .. .. .. | 10,000 | 250,000 | 8,000 | 240,000 |
| Calaveras .. .. | 201 | 2,887 | 1,263 | 23,466 |
| Colusa .. .. .. | 16,538 | 396,912 | 17,961 | 538,830 |
| Contra Costa .. .. | 25,487 | 611,696 | 6,435 | 193,062 |
| El Dorado .. .. | 178 | 3,382 | 1,958 | 50,908 |
| Fresno .. .. .. | 450 | 8,500 | 1,000 | 19,000 |
| Humbolt .. .. .. | 1,388 | 31,653 | 65 | 3,918 |
| Klamath .. .. .. | 667 | 10,005 | .. | .. |
| Lake .. .. .. | 1,713 | 34,260 | 903 | 13,475 |
| Los Angeles .. .. | 2,500 | 4,000 | 2,400 | 7,000 |
| Marin .. .. .. | 3,055 | 61,100 | 800 | 20,000 |
| Mariposa .. .. .. | 1,600 | 42,000 | 200 | 6,000 |
| Mendocino .. .. | 11,000 | 300,000 | 7,200 | 200,000 |
| Merced .. .. .. | 1,650 | 34,720 | 4,700 | 76,800 |
| Monterey .. .. | 5,350 | 107,000 | 4,450 | 130,400 |
| Napa .. .. .. | 21,253 | 425,060 | 681 | 20,430 |
| Nevada .. .. .. | 170 | 3,740 | 10 | 220 |
| Placer .. .. .. | 5,000 | 170,000 | 4,450 | 130,400 |
| Sacramento .. .. | 7,357 | 162,069 | 15,523 | 263,379 |
| San Bernardino .. .. | 2,000 | 42,000 | 4,000 | 40,000 |
| San Diego .. .. | 600 | 1,000 | 1,300 | 20,000 |
| San Francisco .. .. | 806 | 31,421 | 300 | 7,240 |
| San Joachim .. .. | 65,850 | 987,750 | 49,400 | 988,000 |
| San Luis Obispo .. | 300 | 3,000 | 700 | 6,000 |
| San Mattee .. .. | 10,000 | 220,000 | 4,252 | 140,000 |
| Santa Barbara .. .. | 32 | 800 | 190 | 5,600 |
| Santa Clara .. .. | 75,000 | 1,500,000 | 20,000 | 500,000 |
| Santa Cruz .. .. | 5,275 | 145,422 | 3,429 | 129,930 |
| Shasta .. .. .. | 1,200 | 124,000 | 3,000 | 20,000 |

| | Wheat. | | Barley. | |
|---|---|---|---|---|
| | Acres. | Bushels. | Acres. | Bushels. |
| Sierra .. .. .. | 300 | 6,800 | 3 | 100 |
| Siskiyon .. .. .. | 3,900 | 175,000 | 1,800 | 54,000 |
| Solano .. .. .. | 32,388 | 1,133,580 | 4,048 | 161,920 |
| Sonoma .. .. .. | 14,051 | 386,283 | 4,040 | 137,729 |
| Stanislaus .. .. | 3,616 | 10,848 | 4,416 | 13,848 |
| Sutter .. .. .. | 6,400 | 145,860 | 10,150 | 200,000 |
| Tehama .. .. .. | 3,560 | 78,315 | 1,505 | 39,163 |
| Trinity .. .. .. | 100 | 2,000 | 100 | 2,500 |
| Tulare .. .. .. | 3,000 | 150,000 | 3,000 | 90,000 |
| Tuolumne .. .. | 1,585 | 3,758 | 795 | 1,762 |
| Yolo .. .. .. | 25,000 | 750,000 | 16,000 | 560,000 |
| Yuba .. .. .. | 2,840 | 62,634 | 10,670 | 348,300 |

The foregoing cannot be entirely relied on, but it is the best statistical information to be got on the subject. From the Surveyor-General's Office and from private sources I also gather the following information :— The whole number of acres fenced amounted to 2,703,148, and cultivated 1,071,082 ; from these there were produced, besides wheat and barley, 15,505 bushels of rye, 478,169 bushels of maize, 14,850 bushels of buckwheat, 7,196 bushels of peas, 104,524 bushels of beans, 1,298,474 bushels of potatoes, 93,640 bushels of sweet potatoes, 152,717 bushels of onions, 304,791 tons of hay, besides small yields of flax, tobacco, broom, corn, and sugar. There are in the State 124,000 horses, 21,700 mules, 175,000 cows, 112,500 calves, 1,250,000 stock cattle, 1,500,000 sheep, 322,000 hogs. Of grist mills there are in the State 134, of which 63 are worked by steam, and the whole are valued at 150,000*l.* ; the number of bushels of grain ground by all the mills amounted last year to 4,362,467. Of saw mills there are 342, valued at 155,000*l.*, of these 167 are worked by steam. Of quartz mills there are 260, valued at 165,000*l.*, about one-half of which are worked by water power.

The cultivation of the grape is largely increasing every year ; it has been accurately ascertained that south of this there are over 3,000,000 vines, and to the north and east over 4,000,000 ; in Los Angeles and neighbourhood, 300 miles south of this, 650,000 gallons of wine were made during the year ; Sonoma Valley, the next largest wine-growing district to Los Angeles, has over 1,000,000 vines, but has only made some 40,000 gallons of wine, in consequence of having a profitable market for fresh grapes in San Francisco, from which it is only distant about 40 miles. Some of the wine is of fair quality, but the great bulk is made without sufficient care, and is consequently inferior ; considerably over 1,000,000 gallons were manufactured in all parts of the State in the past year.

The clip of wool has the past year amounted to 5,530,000 lbs. The trade has been very active throughout, and all descriptions have commanded a large advance on the prices realized in 1861. There is very little long wool raised, the chief improvement almost invariably made with merino crosses. Merino grades have sold during the year at from 9*d.* to 1*s.* per lb. American at 9*d.* to 10*d.* per lb., and low Mexican at 5*d.* to 8*d.* per lb. Almost all has been shipped to Boston and New York.

The cattle market has been depressed throughout the year, and unless a more general system is adopted of boiling down, the prices cannot advance; at present "Rancheros" in the lower country can scarcely realize anything on their cattle, whilst by boiling down they could nett 40*s.* to 50*s.* a-head.

In January last year I reported the very serious injury done to mining enterprises by heavy floods, which had damaged Flume's Quartz Mills and other works, to such an extent as to stop for a considerable time

mining depending upon these auxiliaries, but at the same time stated that many parts of the mines hitherto unworked for want of water, would offer a new field for mining pursuits, and thus make up for the deficiency in the yield of gold consequent upon the stoppage of so many works; this has proved the case. A larger breadth of rich mineral land has been brought into work than was even expected by the most sanguine, and although the damage done was quite as serious as contemplated, the yield of the year has exceeded that of the previous one. Some mines were so flooded as to prevent a renewal of the work up to the present time, and in one district alone (Grass Valley) where a large number of Cornish and Welsh miners have resided for many years, over 1,500 people were thrown out of employment, and had to seek work elsewhere. A very large number of new rich quartz leads have been discovered in various parts of the State, and many mills have been erected. Hydraulic mining increased greatly under the large supply of water, and the results from it have been most satisfactory. In Colorado, the extreme southern part of the State, rich mines have been found, and at one time there were 1,500 people engaged in mining and "prospecting;" the mines must be very rich, otherwise they cannot be worked, owing to the scarcity of water, which has to be brought from a distance on mules and donkeys at a cost of about 4*s.* per gallon. In my two last annual reports I have alluded to the silver discoveries in the Esmeralda and Mono districts (forming Mono county) in the south-eastern part of the State; the silver and gold mines there are now being extensively worked, but as yet the yield has not equalled the vast expense of labour and capital, but there is every indication that they will eventually be productive of satisfactory profits to those interested. Several companies have been formed with their head quarters in this city, and shares in some of the leading corporations are commanding a very high price, so that although the mines have not yielded a profit, large sums have been realized by sales of stock. Until within the past two or three years little capital found its way into the mines from this city, but now almost every one is more or less interested in mining; in fact, throughout the past year there has been a perfect mania to invest in mining stock, and in 1862 no less than 168 certificates of incorporations of companies were filed in the office of the Secretary of State; of these, 35 were to work mines in Nevada Territory, and 101 of them have been incorporated within the past three months, and now they number two or three daily.

It is difficult to separate the mining in Nevada Territory from that of California, as the mines are mainly worked by California capital, are supplied with everything required from this State, and the gold and silver extracted from the mines are at once sent here for sale or shipment, and, consequently, the statistics of the receipts of gold and silver from the interior and the shipments from this port comprise the products of the neighbouring territory.

The remarks relative to the mines of Esmeralda and Mono are applicable also to those in the Washoe (Nevada Territory) district; comparatively few of them, up to the present time, having yielded a nett profit.

The Ophir Company have taken out on an average 25,400*l.* per month, and have paid in dividends during the year 114,200*l.* The Mexican mine, a small mine situated in the middle of the Ophir, has yielded immensely, but I cannot get the actual returns.

The Californian Gould and Curry, and other mines on the same lead, have done a vast amount work, and taken out a quantity of rich metal, the proceeds of which have been expended in further working and in the erection of mills; the Gould and Curry Company have, how-

ever, since the commencement of the year, paid its first dividend of 5*l.* per share, or 24,000*l.* in all, and this, it is said, will continue monthly.

There are numerous mines besides these on the Comstock Lead, but they are chiefly gold. In one district large returns have been secured, but some thousands of people are working in other parts, seeking for the vein or developing it when found.

Further east than Washoe are the Humboldt and Reese River districts, from which splendid specimens of gold and silver ore have been sent, and reported to be from regular leads; but in the absence of any material work on them, no definite conclusion as to the value of these mines can be arrived at. The attention of miners to the discovery of silver leads in California, on this side of the Sierra Nevada Mountains, have not been barren of result; several leads rich enough to be worked having been found.

Copper mines have been discovered in almost every part of the State, but Calaveras county, in which they were first found, is the only one from which supplies of copper ore of any importance have been received. The shipments to Boston and Swansea during the year have reached 3,660 tons, of about 22 per cent. in richness.

The quicksilver mines I alluded to in my last report as having been discovered in a different part of the State from those previously worked, have not as yet yielded anything; but reduction works, on a small scale, are being erected on two of them. From the New Almaden mine there has been more cinnabar extracted than in any previous year, and the total supply of quicksilver has reached 39,671 flasks, against 32,205 in 1861. The Enequita and Guadalupe mines have yielded very little metal; and the New Sdria has been stopped by an injunction from the District Court, pending an action now before it.

The exports of quicksilver have been as follows :—

| | Flasks, 75 lbs. each. | | Flasks, 75 lbs. each. |
|---|---|---|---|
| Mexico .. .. | 14,232 | England .. | 2,000 |
| China .. .. .. | 5,435 | New York .. | 1,000 |
| South America .. | 5,185 | Australia .. | 800 |

The value has been uniform at 1*s.* 8*d.* per lb.

The coal or lignite mines, discovered two years ago in the coast range of hills, about forty miles from this city, have been extensively worked, and in the past year about 36,000 tons were sent to this market.

There has lately been completed a railway twenty-two miles in length, from Folsom to Lincoln, connecting with the line running from Folsom to Sacramento, the capital of the State. There has been graded a line from this city to San José, a distance of fifty-two miles; the iron is on the way, and the road is expected to be in working order sometime in this year. There are several other projected lines of railroad, but the work done on them is immaterial.

There has been a fair increase to the ditches and canals built to direct the mountain streams to parts of the mines otherwise destitute of water, and it is estimated that over 800 miles of such artificial water-courses exist in this State.

The improvements in this city in the past year have exceeded any other. In the centre, substantial brick edifices have been erected, and in the outskirts a superior class of frame houses. Over 600,000*l.* have been expended in these improvements.

The financial condition of the country is fully explained in the following extract from the Governor's message :—

"The accompanying carefully prepared reports of the State Treasurer and the State Controller, present a minute detail of our financial condition on the 1st of December 1862, and from these reports I gather the condensed synopsis which follows :—

STATE DEBT, December 1, 1862.

| | $ | cts. |
|---|---|---|
| Bonds issued under the Act of April 28, 1857, and outstanding December 1, 1862 | 3,727,500 | 00 |
| Bonds issued under the Act of April 30, 1860, and outstanding December 1, 1862 | 198,500 | 00 |
| Amount due the School Fund on sales of School lands, under Act of April 23, 1858 | 475,520 | 00 |
| Appropriated by last Legislature for support of schools | 50,433 | 70 |
| Indebtedness claimed by the holders of war bonds, and coupons issued previous to 1857, estimated by Treasurer of State | 220,000 | 00 |
| Due on War Bonds, issued since 1857, payable when appropriations are made by Congress | 338,930 | 01 |
| Claims audited by the War Board, not bonded | 68,621 | 05 |
| Outstanding claims, as ascertained by the Controller of State, December 1, 1862 | 489,780 | 00 |
| Total | $5,569,284 | 76 |

CONDITION OF THE GENERAL FUND.

| | $ | cts. |
|---|---|---|
| Outstanding claims, January 10, 1862 :— | | |
| Of those paid by the present Administration the amount is | 198,742 | 59 |
| Of those remaining unpaid, December 1, 1862 | 85,156 | 00 |
| Drawn in December 1861, from County Treasurers, in advance of their regular settlement, and paid into the General Fund, which properly belonged to other funds | 96,367 | 60 |
| Total | $380,266 | 19 |
| Add to this a further amount, drawn from County Treasurers, December 1861, from receipts regularly payable by them during the present Administration, but used before that time for antecedent indebtedness | 155,337 | 74 |
| Which shows the total indebtedness of the General Fund, upon the advent of the present Administration, January 10, 1862 | $535,603 | 93 |
| Receipts into the General Fund from all sources, from January 10 to December 1, 1862 | 577,629 | 00 |
| Amount drawn by the previous Administration from County Treasurers, from December 15, 1861, to January 10, 1862, which properly belonged to the regular income of February and May 1862 | 251,705 | 34 |
| Total Revenue of General Fund, from January 10 to December 1, 1862, had no payments from County Treasurers been anticipated | $829,334 | 34 |
| Expenses of present Administration, from January to December 1 (Paid) | 283,060 | 06 |
| Additional expenses, for same period (not paid) | 455,057 | 70 |
| Total | $738,116 | 76 |
| Excess of Receipts over Expenses during present Administration, from January 10 to December 1, 1862 | $91,216 | 58 |

It will be seen from the foregoing figures that had the present Administration entered upon its duties with the General Fund untrammelled by

the incubus of a debt of over half a million of dollars, the receipts into that fund during its term, from January 10 to December 1, 1862, would have been sufficient to pay all the accruing demands upon it and leave a surplus of $91,216 58 cts.

While the State is generally prosperous in all its great sources of greatness and wealth, as proved by the assessment list, which has been augmented during the year some thirteen millions of dollars, and while the current expenses of the Government have been much reduced from those of former years, yet it will be seen that the General Fund, out of which all the current expenses of the State Government are to be paid, is largely behind. There is, however, an improvement in this fund of some $500,000 for the year 1862, as compared with the years 1860 and 1861, during which years the General Fund ran behind an average of $400,000 a-year. On the 15th December, 1859, there was a balance in this fund of $278,650 12 cts., while on the 10th of January, 1862, the same fund was in debt $535,603 93 cts., making a total deficiency in the fund during the two years immediately preceding the present year of $814,254 5 cts."

The bonds issued under the Act of April 28, 1857, bear interest at 7 per cent. per annum.

The assessed value of real and personal estate (except mines which are not taxed) in 1862 was 32,073,800*l.*, showing an increase over the previous year of 2,511,800*l.*, which is surprising, from the immense damage done by the floods, before alluded to, at the commencement of the year.

At the United States branch mint in this city there were coined in 1862, 3,455,200*l.* in gold, and 140,165*l.* in silver, showing an increase over 1861 of about 360,000*l.* The average fineness of the gold deposited was $866\frac{505}{1000}$

During the year 200,000*l.* in legal tender notes were received from Washington by the United States Sub-treasurer, which have been all disbursed for the Government service, and a considerable amount has been imported by private parties, but the currency has not been in any way disarranged thereby.

Coin is the *recognised* currency of this State, and, with a few trifling exceptions, no effort has been made to pay off indebtedness other than in coin or in United States notes at their market value.

The arrivals over departures by sea amounted in 1862 to 17,500; and it is estimated that 20,000 persons arrived overland.

I estimate the value of merchandise passing through British hands to exceed 200,000*l.*

The following are the current rates of wages in the State :—

| | | £ | s. | d. | | £ | s. | d. |
|---|---|---|---|---|---|---|---|---|
| Miners.. .. | per diem | 0 | 6 | 0 | to | 0 | 12 | 0 |
| Blacksmiths .. | „ | 0 | 12 | 0 | „ | 0 | 16 | 0 |
| Carpenters .. | „ | 0 | 14 | 0 | „ | 0 | 18 | 0 |
| Engineers .. | „ | 0 | 16 | 0 | „ | 1 | 0 | 0 |
| Stevedores .. | „ | 0 | 10 | 0 | „ | 0 | 12 | 0 |
| Coopers .. | „ | 0 | 10 | 0 | „ | 0 | 12 | 0 |
| Stonemasons .. | „ | 0 | 14 | 0 | „ | 0 | 16 | 0 |
| Sailmakers .. | „ | 0 | 16 | 0 | „ | 0 | 18 | 0 |
| Labourers .. | „ | 0 | 4 | 0 | „ | 0 | 6 | 0 |
| Teamsters .. | per month | 9 | 0 | 0 | „ | 11 | 0 | 0 |
| Porters .. | „ | 9 | 0 | 0 | „ | 12 | 0 | 0 |
| Farm Labourers, with Board, &c.— | „ | 4 | 0 | 0 | „ | 5 | 0 | 0 |
| Domestic Servants | „ | 4 | 0 | 0 | „ | 5 | 0 | 3 |
| Seaman's Wages | „ | 4 | 0 | 0 | „ | 5 | 0 | 0 |

San Francisco, March 5, 1863.

# VENEZUELA.

## GUAYANA.

*Report by Mr. Vice-Consul Mathison on the Trade and Consular District of the Province of Guayana for the Year* 1862.

### Imports.

The gross value of imports amount to 95,082*l.* sterling, being an increase of 2,404*l.* as compared with the previous year, with an increase on the shipping of 670 tons.

*British.*—The value imported by British vessels amounts to 6,415*l.* sterling, being an increase of 1,431*l.* sterling as compared with 1861; but there is a decrease of 2,319 tons on the shipping, which will be mentioned in the Report on Exports.

*Venezuelan.*—The value imported in Venezuelan vessels amounts to 2,213*l.* sterling, showing a decrease of 801*l.* sterling as compared with 1861; but there is an increase of 1,778 tons on the shipping.

*Danish.*—The value imported amounts to 2 560*l.* sterling, and only 222 tons.

*French.*—The value imported amounted to 1.618*l.* sterling, being a decrease of 1,621*l.* sterling, as compared with 1861, with a decrease of 88 tons on the shipping.

*Hanseatic.*—The value imported amounts to 46,948*l.* sterling, showing a decrease of 4,002*l.* sterling, as compared with 1861; but there is an increase of 996 tons on the shipping.

*Italian.*—The value imported amounts to 3,154*l.* sterling, being an increase of 455*l.* sterling, as compared with the previous year, with the same tonnage.

*United States.*—The value of imports amount to 32,173*l.* sterling, showing an increase of 18,753*l.* sterling, as compared with 1861, with an increase of 263 tons on the shipping.

### Exports.

The gross value of exports amount to 91,459*l.* sterling, showing an increase of 12,027*l.* sterling, as compared with the previous year; but there is a decrease of 853 tons on the shipping.

*British.*—The value exported in British vessels amounts to 6,988*l.* sterling, showing a decrease of 10,474*l.* sterling, as compared with 1861. Several vessels have been withdrawn from the trade in consequence of the increased price of cattle, and 50 per cent. being added to the former duty thereon.

*Venezuelan.*—The trade in Venezuelan vessels is chiefly engaged in carrying cattle to the colonies, and bringing salt and native productions from La Guayra, Cumana, and Margarita.

*Denmark.*—There is no direct export trade with Denmark, and vessels of that nation are always engaged to carry cargoes to New York.

*French.*—The trade is confined to the French Colonies, in small vessels carrying cattle principally, and not likely to be of importance.

*Hanseatic.*—Since tobacco has ceased to be produced, in consequence of the civil war, all the Hanseatic vessels are engaged in carrying cargoes to the United States, and the same is the case with all other foreign vessels.

*United States.*—The trade in United States vessels has considerably decreased, in consequence of the war in that country, of which foreign vessels are now deriving the advantage.

*General Information*.—The quantity of goods on hand is about 100,000*l.* sterling, principally British manufactures. Large sales of merchandise have been made this year for New Grenada; and the goods imported at the Viento and Arauca, on the river Arauca to be again imported to the Venezuelan provinces of Varinas and Apure, as the trade with the said provinces and this port is entirely closed on account of the civil war.

The excessive high duties on imports now levied have produced an active contraband trade between Demerara, Trinidad, and Venezuela, but it is impossible to ascertain its extent or value. The freight from and to Hamburgh and Bremen is generally about 4*l.* sterling per ton, and from and to the United States about 3*l.* to 3*l.* 10*s.* sterling per ton. The freight of cattle to the Colonies ranges from 1*l.* 16*s.* to 3*l.* 4*s.* sterling per head, according to the distance where to be conveyed.

*Trade and Navigation*.—The trade of Bolivar depends on the interior provinces for consumption of imports and supply of exportable articles. Except in times of internal commotion the imports amount from 100,000*l.* to 140,000*l.* sterling, and consist of the manufactures and productions of England, France, Germany, and the United States, but principally those of England. The exports in time of peace average annually about 100,000*l.* sterling, and consist of cattle hides, coffee, cocoa, indigo, live cattle and horses, with partial quantities of tonquin beans, gum copal, tobacco, balsam capivi, and sarsaparilla, which are embarked for New York, Hanseatic towns and adjacent colonies. Formerly large shipments of cotton and tobacco were made to Germany, of which vestiges are to be met with in every part of the province; but the frequent revolutions that occur in this country have ruined the planting of cotton, and seriously affected every other branch of cultivation. With each change of Government the duties on imports are increased, and are at present about 60 per cent. The port charges, including pilotage and light dues, are about 8*s.* sterling per ton.

The bar of the river Orinoko has 14 feet of water, with a soft clay bottom.

The river has an annual rise and fall of from 50 to 60 feet. It is at the highest in August and lowest in March, but no vessel drawing above nine feet can come here between the end of November and beginning of May, on account of the shallow sand-banks at Yaya, Mamo, and Panapana. To the westward of Bolivar the navigable rivers that fall into the Orinoko are the Rio Negro, Guarico, Portuguesa, Apure, Arauca, Casanare, and Meta. The three latter communicate with New Grenada, and the Rio Negro with Brazil: the whole are only navigated by flat bottomed vessels, and by steamers of light draft of water. At the anchorage opposite the city there is four fathoms of water when the river is at the lowest. The navigation of the Orinoko and its tributaries is at all times dangerous, and requires good pilots. Between the months of November and May the voyages from the mouth of the Orinoko to this city seldom exceed four days, but between May and November the voyages are often from 20 to 30 days, owing to the strength of the current and prevalent westerly winds during that season

*The Population* of the province of Guayana, by the last census, is 30,000 persons, of which 8,000 belong to the city Bolivar, The population is widely scattered over the province in a few small villages.

The province contains 21,000 square leagues of wavy land, with a range of divided hills that run east and west towards the Andes. Two-thirds of the territory consists of pasture lands, and one-third of virgin woods. The soil everywhere is well adapted for cotton and tobacco, but particularly for breeding cattle.

The agriculture of the province consists of coffee, tobacco, sugar-cane in small scattered patches, rice, Indian corn, plantains, yams, yuca-beans and peas, but the climate is too hot for producing wheat, oats, barley, and potatoes. The cultivation of the articles which the country is capable of producing has nearly ceased on account of the civil war which has been raging with atrocious violence for the last three years, to the general ruin of the country.

*Forests.*—There is abundance of wood in the province fit for furniture of all kinds, and for house and ship-building; but the whole is almost useless for the want of capital and labourers. There are also inexhaustible forests of caouchouc trees, and innumerable medicinal plants of every description unheeded.

*Minerals.*—The value of the mineral wealth distributed over the whole province is yet to be discovered. In the Canton of Upata, copper, lead, silver, and gold have been found, but only the latter has been attended to. The quartz district has been traced for nine miles, but the extent of ground, where hundreds of men are digging, is unknown. In these fields gold is obtained in particles and pieces from six grains to 6 lbs, and from three inches to sixteen feet below the surface of the earth. Gold is also found at eighty miles to the south of Bolivar. A company that had commenced operations with a steam-engine and machinery for crushing quartz has stopped for want of capital. Quick-silver is found at Caicara, but unfortunately there are no bridges nor any regular roads in the province to facilitate intercourse with the interior, except by bridle-paths; nor has the Government the means of providing bridges or roads, which must fall on individual enterprise sooner or later, to make the discoveries available or valuable.

*Climate.*—The climate in the province is variable; the heat, before sunrise, is seldom under 80° of Fahrenheit, and at 2 or 3 in the afternoon rises to 90°, during nine months in the year; but in July, August, and September, it rises to 100° in the shade. In the highlands in the interior the climate is very healthy, and the water excellent; but along the whole borders of the Orinoko, for fifteen or twenty miles inland, the climate is very unhealthy, from the miasma that is created by the heat of the sun affecting the mass of putrid vegetable matter left on shore by the annual fall of the river.

*Manufactures.*—This branch, like every other in this quarter, is in its infancy, and not likely to improve while the country remains in the hands of the natives, who are now vitiated to continual revolutions. The articles manufactured are tallow candles, very common soap, coarse brown sugar, and rum, all of them for local consumption; and, for exportation, grass hammocks, Rio Negro grass cables, and Dr. Siegert's bitters.

*Currency.*—Venezuela has no metallic currency of its own; consequently, the monies of all nations are in circulation, but principally that of England, France, and United States. On English money there is a profit on its importation of $4\frac{1}{2}$ per cent.; on American, $7\frac{1}{2}$ per cent.; and on French 2 per cent.; which, if again exported, will bear a proportionate loss, with the addition of 2 per cent. of duty. Exchange $6\frac{1}{4}$ current dollars to one pound sterling.

*Weights and Measures.*—The weights are English, and so is the liquid measure, by the Imperial gallon; but the cloth and land measure is by the Spanish vara, of 33 English inches. The league is 666 varas.

Ciudad Bolivar, February 28, 1863.

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